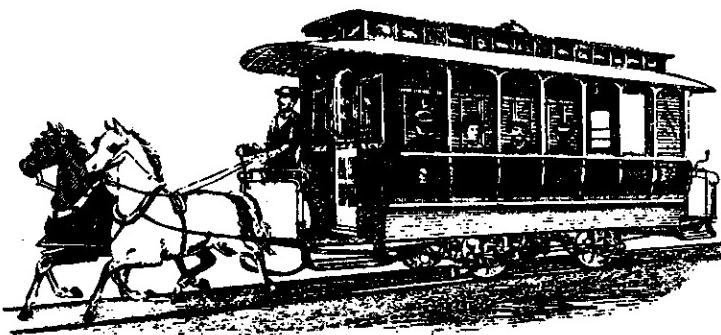


THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



Editors
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J. M. Coffee, Jr.

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NOTICE - As long as the present stationary holds out, the old address will appear, of course, in the masthead. I do not want to ruin the appearance of the front page by trying to cover up the obsolete portions of the masthead with "X's". So please remember to send all material intended for The Fare Box or its Editor to the Editor: JOHN M. COFFEE, JR. - P.O. BOX 334 - NEW HAVEN, CONNECTICUT

TO COLLECTORS OF TRANSPORTATION TOKENS IN ALL PARTS OF THE WORLD

This issue of The Fare Box is being mailed to transportation token collectors all over the world, including those in the United Kingdom, Japan, Germany, India, the Philippines, etc. When you have finished with your copy, or if you are no longer interested in the hobby, we should greatly appreciate your handing it on to someone who is interested in transportation tokens.

For the benefit of those who are reading their first copy of this news-letter, here is some information: The Fare Box is published monthly, being mailed on the 10th of the month. It will be mailed first class to subscribers as long as our solvency can bear this extravagance, but in mass-mailings such as this one, 3rd class is the only sensible alternative. Commemorative stamps will be used whenever they are available. In case of a limited supply of these, those subscribers who use commemoratives on their mail to the Editor will be given first preference.

The Fare Box is the only publication devoted exclusively to transportation tokens. It carries all the latest news of the hobby and people who keep it going, as well as articles bearing on the history of token-using companies; revisions to the prices in the National Check & Premium List; supplements to the National Check List; the Check List of Foreign Transportation Tokens; articles bearing on the background of tokens--both current and obsolete; lists of allied items such as manufacturers' samples, errors, etc.; information on fare-changes, installation or removal of the use of tokens; and various anecdotes related to the hobby either directly or remotely. In short, the active collector of transportation tokens is veritably lost without The Fare Box.

The Fare Box is published, on a non-profit basis, by the American Vecturist association. All members receive the news-letter at no extra charge. Membership in the A.V.A. is \$2 per year, plus \$1 initiation fee for new members. For application write the Secretary, Mr. E. L. Kimmons - 521 E. Live Oak St. - Austin 22, Texas. Or you may subscribe to The Fare Box by writing the Editor direct, at \$2 per year. All subscriptions expire with the December issue. Those living outside the U.S.A., whose governments will not allow the export of money, may perhaps arrange an agreement with someone in this country. Or they may send 40 international reply coupons as payment for their subscriptions.

SIXTH QUARTERLY A.V.A. CONVENTION TO MEET IN WEST HARTFORD

The American Vecturist Association will hold its Sixth Quarterly Convention at the home of its Past Secretary, Miss Ione Kibbe, 497 Fern Street, West Hartford, Connecticut. The meeting will convene at Noon, Saturday, January 28, 1950. All collectors of fare tokens, whether AVA members or not, are cordially invited to attend. Many subjects of interest and importance to the association and hobby will be discussed, and collectors will have an opportunity to discuss tokens and experiences, and to swap tokens. So be sure to bring some duplicates, and bring some good ones as well as the junk, please! These meetings are especially profitable for the new collector, as there will undoubtedly be opportunities to acquire a number of the lower-priced tokens at only a dime each.

MORE ABOUT THE ELDORADO TOKENS

Roland C. Atwood, compiler of the National Check & Premium List has cleared up the situation about these two tokens (listed as ARK 285 A and B). In an earlier issue of The Fare Box it was stated that these tokens were from Natchez, Mississippi, instead of Eldorado, Ark. Mr. Atwood states that he personally acquired about 20 of the tokens from the company in Eldorado in 1932. At that time the company was getting ready to move to Natchez--hence the confusion. So the tokens were actually used in both cities.

There is a new issue from Mt. Vernon, Washington. The token is described as follows: B 19 Sd City Transit Mt. Vernon/One Fare. Mt. Vernon is a town of 5,000 people, situated in the heart of the rich Skagit Valley, 65 miles north of Seattle on Highway 99, and midway between Seattle and Vancouver, B.C. Over 90% of the cabbage seed grown in the world comes from this area. They have had a bus system for a number of years, but did not use tokens until July, 1949. The line has changed hands three times in about a year. The present owner is Mr. G. H. Adams.

Please do not write the bus company or Mr. Adams (who, by himself, constitutes the company) for tokens. He does not have time to answer inquiries, being too busy driving and tending to the more important aspects of operating a bus line. If you want the token, please write to "Mt. Vernon Token - Seattle Transportation Token Club - 609 Peoples Building - Seattle 1, Washington." Enclose 10¢ in coin and a stamped, self-addressed envelope for each token desired.

- Hal J. Daggett

Those two strange-looking tokens from Jacksonville, Illinois, and Columbia, Missouri (MO 230 A and B, and ILL 440 A) are both issued by companies which are controlled by "Inter City Lines," which is a holding company with assets of \$300,000. The Columbia company's correct name is "Columbia City Bus Lines, Inc." The Jacksonville company's correct name is "Elm City Bus Lines, Inc."

- Frank C. Greene

The new token from Philadelphia (PA 750 NN) sells at 3 for 10¢. The token with "cash" not removed (PA 750 LL) sold for 13¢ each. On rail lines and bus lines which are substituted for rail lines, the fare is 10¢ straight, and 5¢ extra for a transfer or a 3 for 10¢ token--hence this new thing with "cash" removed. All the old tokens (LL's) are being altered. Fare on bus lines is 13¢ or 2 for 25¢ tokens.

- Charles Houser

INTRODUCING MR. CHRIS J. COOK
(An article on the front page of The Falls News)

It's entirely possible to set yourself up in a hobby, and in spite of the fact that you're retired, work so hard at it that you have little time left. Eight years ago C. J. Cook turned in his mail sack that he had lugged for 25 years covering Cuyahoga Falls streets, yawned, and settled down in his home at 2105 Fourth Ct. for a long rest.

For years he had been collecting stamps. He had a small mountain of 35,000. But it was a little breath taking to continue such a collection too seriously, so he sold it. He also had a coin collection which went on the block for the same reason. Then he turned to the odd but interesting game of garnering bus and transportation tokens. Now he's busier than a girl trying to hold her dress down on a windy street corner.

It's a dog-eat-dog game what with trying to beat the other collector to a rare find, or talk some other collector out of an elusive piece of metal. Cook will put his collection on display at the Portage Hotel November 20 when collectors will hold a show and swap finds.

He now has 3,557 tokens representing every state and country where transportation is available. From Illinois he has a bus token that entitles the owner to a ride to a cemetery. On its reverse side are the words, "One Way Only." In England and several other countries, shops advertise on the token, and Hannibal, Mo., has Huck Finn and Mark Twain engraved on tokens. He has a token from St. Paul, and Minneapolis, from the horsecar days. He has three tokens from Nebraska--rare pieces--that a woman had fitted to a cane. She wouldn't part with them, but when she died they were put into circulation. Cheyenne, Wyoming, used old telephone slugs during the war for bus checks, and the British have an oblong celluloid token with one corner cut off. It is used by the blind. Another is for errand boys under 16. All of his tokens from Great Britain and Ireland are of brightly colored celluloid. Many used during the war are of iron and zinc. All bus tokens from Salt Lake City have beehives engraved upon them.

One of his most precious items is a token from Ashtabula, Ohio. It is made of vulcanized rubber. One token issued by a real estate company in South Dakota to persons riding to their development is considered rare. They were all but lost until some collector found that they were being used in place of poker chips in a neighborhood game. Many transportation companies denoted half-fare by punching a hole through the token. Some are made of two kinds of metal with an inlay pattern.

Yes, Cook is a busy man! He has a filing system, a typewriter, indexes, and whatnot. But, according to him, it's the best hobby that he has struck yet.

NEW PAGES NOW READY

The 1950 revised pages for Illinois, Indiana, and Massachusetts, are now ready. The pages for these three states, along with the new printing of Canada, are being sold for \$1.00, postpaid, prepaid. The National Check & Premium List, including these three revisions and Canada, is presently being distributed for \$4.25, postpaid, prepaid. To purchase the revised pages or the Check List, write to:
Max M. Schwartz - 134 West 58th Street - New York 19, N.Y.

FARE BOX PAGES TO BE NUMBERED

Commencing with this issue, the pages of The Fare Box will be numbered. The numbers will run consecutively throughout the year so that when Volume 4 is complete you will be able to find any page immediately.

WOULD LIKE TO BUY - SELL - EXCHANGE U.S. and Foreign transit tokens. I have over 800 duplicates. Also have 8,000 transfers to exchange for tokens. Send me your want-list please.

Roland C. Atwood

P.O. Box 621

Hollywood 28, Calif.

FOR SALE - Several pairs of Cleveland, Ohio, 175 M and N (aluminum) 1908 flat and rolled edge pair \$1.00 postpaid.

C. J. Cook

2105 Fourth Court

Cuyahoga Falls, Ohio

I WILL PAY 50% above list price for any of the following tokens: ALA 120 A, 470 A; ARK 315 A, 380 A B; CAL 450 A, 575 B, 615 A, 630 C, 715 A B C D E F, 760 A C, 775 C, 815 A; COL 260 A, 280 B, 380 A, 820 A, 860 A; CONN 58 A, 228 A, 290 A; GA 60 A B C D E F, 270 A, 750 A B C D F; ILL 25 C, 95 A, 150 E F G H I J K L M N, 190 D, 195 A C Max M. Schwartz

134 West 58th Street

New York 19, N.Y.

200 DIFFERENT TOKENS FOR \$16.00 postpaid. Will exchange 100 different tokens for 100 16mm. tokens not all necessarily different.

Kenneth Smith

P.O. Box 888

Big Spring, Texas

WANTED TO BUY - Early tokens such as stage coach, horsecar, toll road, footbridge, celluloid, vulcanite, and similar pieces.

F. M. Church

700 Seward Avenue

Detroit 2, Michigan

WILL SWAP U.S. STAMPS (sheets, plate blocks, blocks, singles, mint)(blocks, singles used), covers - first day, first flight, dedications, etc.; British Colonies and other foreign stamps, for tokens. Correspondence invited.

Dr. Elmer Nelson

4516 Tuckerman Street

Riverdale, Maryland

DIXIE HILLS Transportation Company tokens of Atlanta, Ga., for sale at 10¢ each plus a stamped, self-addressed envelope.

Arthur D. Jordan, Jr.

1208 North Avenue, N.E.

Atlanta, Georgia

I WILL PAY the top prices for old tokens I need. If you have old rare tokens which you will sell for cash, please write me before selling. I pay as high as twelve times the list price for certain tokens! Send for a copy of my want-list. If you are interested in swapping, I have a number of desirable duplicates.

J. M. Coffee, Jr.

P.O. Box 334

New Haven, Conn.

ADVERTISING RATES

One line.....	\$0.35	Quarter page.....	\$2.50
Three lines.....	1.00	Half page.....	4.75
Each line over three.....	.25	Full page.....	8.00

The above rates apply to subscribers only. Members of the American Vecturist Association are entitled to a 5-line ad free, and a 30% discount on larger amounts of advertising. Non-subscribers must pay 50% over the above rates.

AVA members: You are doing The Fare Box a favor by sending in your ad. The more advertisements each issue carries, the more interesting will that issue be. So please do not hesitate to use your privilege of a 5-line ad in each issue.

THE DIXIE HILLS TRANSPORTATION COMPANY

Among the new issues listed in the October issue was a white metal 23mm. token with a "D" on a ball in the center, inscribed with the name of this company. It was listed as "unidentified." It has since been established by Mr. A. D. Jordan, Jr., that this token is being used in Atlanta, Georgia. The Dixie Hills company owns six buses, and is completely Negro owned and operated. Its lines run in Negro residential areas in Atlanta, as well as running from those areas out to Negro residential suburbs. The company has operated since about 1941, and has used tokens since 1942.

The company officials have stated that they will not have time to answer requests for their tokens from collectors, hence Mr. Jordan, as stated in his ad above, has very kindly consented to mail the tokens to collectors for a dime and a stamped, self-addressed envelope. The information for the above paragraph was also furnished by Mr. Jordan.

WILL TRADE FOR TOKENS OF EQUAL VALUE: FLA 380 K (75¢); ILL 150 A (thick, \$2)(thin \$1.50); IA 150 C (\$1); NJ 115 A (\$1); PA 515 A (\$2); PA 600 A (75¢); PA 750 T (\$1.50); VA 620 E (50¢); WASH 720 A and B (75¢ each).

Charles R. Lamb

Long Beach, Wash.

ENCROACHMENT ON TRAM "FIRST" STIRS IRE OF KANSAS CITY PUBLIC SERVICE CO.
(An article in The Kansas City Star 12/4/49)

Nearly sixty-five years ago--December 15, 1884, to be exact--John C. Henry, a Kansas Citian, conducted the first successful test of an electrically-operated streetcar and regular service followed in several years. By that action Henry perhaps thought he had assured himself a permanent niche in history, but such accolades are not won without a struggle. And the fight finally has developed. Officials of the Kansas City Public Service Company are prepared to defend Henry's position. They look with disfavor upon an Associated Press article from Richmond, Va., which appeared last week. The story asserted the first electric streetcar service was started there in 1888.

"The first successful operations were started in Kansas City in the summer of 1887," Albert H. Wood, manager of the commercial department of the Kansas City Public Service Co., said. "Most historians are willing to admit it was Henry who invented the electric streetcar. The patents on file in Washington, court records, newspaper accounts and other historical data prove that statement without question," he added. "When we continue to see stories and articles in trade magazines wherein other communities are trying to take the honor away from Kansas City, we don't like it and we want to make something of it," Wood said.

(Editor's note: Does Kansas City have the last word, or does your city have a claim to this first, too? The Fare Box will publish all reasonable claims sent in.)

I wish to take this opportunity to thank the many collectors who sent me Christmas cards. I shall write each one of you as soon as possible. Also I wish to thank Frank Greene for sending in the above article on Kansas City's claim to the electric "first," and C. J. Cook for sending in the article on Cleveland's transit history. I am deeply grateful to the many collectors who have been contributing articles regularly. It is because of this excellent cooperation that The Fare Box is able to expand beyond the six-page-issues which were formerly customary.

Perhaps some of you have wondered what has happened to the thousands of old trolley cars as they are replaced by various forms of rubber-tired transportation. A U.P. article in the Akron Beacon Journal furnishes a clue. Instead of being consigned to the junk heap, many displaced American streetcars are being shipped to Europe where they are displacing some really ancient examples of tractive effort. Forty-two ten-year-old cars retired in 1948 in the Bronx have gone to Vienna where the war took a heavy toll of their prewar fleet of 3,600 trolleys. Others have gone to Bombay, Lima, Peru, and Sao Paulo, Brazil. So you trolley fans need not always shed tears as you see old 497 on her last run--perhaps she is destined for years of usefulness in some other land where the people still appreciate her virtues!

The Russel Towboat & Morage Co. were agents for the U.S. Marine Commission. The tokens were 5¢ tokens, used on the ferry boats "Adam Ward" and "Sam Landers" between slip at the foot of NW Davis St., Portland, and shipyards of Oregon Ship Builders at St. Johns, Ore., and Kaiser Co., Swan Island, Ore. Used from April 6 to 14, 1943, only. On April 15 they were sent out and melted down. Thus collectors can understand their great scarcity.

- Charles R. Lamb

FURTHER LIST OF MANUFACTURERS' SAMPLES
(consisting of tokens reported by Walter W. Underwood)

32. WM 16 P	Allocated Metal Tokens Good For One Fare
33. WM 23 Bar	Allocated Metal Tokens (bus) Good For One Fare (bus)
34. WM 16 Dd-sc	Bell Register, Inc. Springfield, Mass.
35. WM 16 1	Bell Register, Inc. Springfield, Mass.
36. WM 16 3-sc	Bell Register, Inc. Springfield, Mass.
37. WM 16 4	Bell Register, Inc. Springfield, Mass.
38. WM 16 E	Johnson Fare Box Co. Chicago Good For One Fare
39. Bz 16 F	Johnson Fare Box Co. Chicago Good For One City Fare
40. WM 21 B	Johnson Fare Box Co. Chicago Good For One City Fare
41. WM 21 Ball	Johnson Fare Box Co. JFB Good For One Half Fare JFB
42. Bz 23 Bar	Johnson Fare Box Co. Chicago Good For One Half Fare $\frac{1}{2}$
43. Bz 23 Bar	Johnson Fare Box Co. Chicago (bus) Good For One Half Fare (bus)
44. Bz 23 Ball	Johnson Fare Box Co. Bus Good For One Half Fare Bus
45. Bz 18 Ball	Meyer & Wenthe Chicago Good For One Full Fare
46. Bz 23 Bar	Meyer & Wenthe Chicago (bus) Good For One School Fare (bus)
47. WM 16 S	Sattley Company (same as obverse)
48. WM 16 H-sc	Street Railway Tokens Good For One Fare

ERRORS USED AS SAMPLES

1. WM 16 L	Employees Only Good For One City Fare
2. WM 16 T	Good For One Fare Good For One City Fare
3. Bz 16 Bar	Good For One School Fare Children Under Twelve Years $\frac{1}{2}$

NEW ISSUES DEPARTMENT

NOTICE - I wish to take this opportunity to thank all the many collectors for sending in information regarding new and obsolete tokens, and I will do my best to make the Check List as nearly perfect as possible. This takes time and I hope you all will just 'sit tight' and I will do my best as New Issue Editor. Regarding prices on new discoveries: this is a difficult assignment as we don't know just how many of these are available until someone sends in a report on the number found which seems to take a year or so as a 'cooling off period.'

Best Wishes for a successful year for all.

- Roland C. Atwood

EVANSVILLE'S TOKEN TROUBLES

By Ivan B. Cline

Evansville City Coach Lines stopped selling tokens November 7, 1949. This had been a bargain arrangement whereby a patron bought 30 cents worth of 10-cent rides for a quarter. Robert L. Stilwell, vice-president and general manager, said the tokens now in circulation can be used. Meanwhile, he's started an audit to see how many are outstanding.

When City Coach took over bus transportation in July, 1948, from the Southern Indiana Gas and Electric Company, it introduced a new-style token. These sold three for a quarter. Gaselec had sold tokens four for a quarter on the basis of the old rate of seven cents a ride. City Coach got a rate increase to 10 cents a ride.

City Coach bought 200,000 new tokens. About a third haven't been used and are kept in the National City Bank vaults because Mr. Stilwell says, "They're just like money." Only two people have access to the tokens--the City Coach cashier and superintendent.

As fast as the tokens are collected from patrons by bus drivers, they'll be turned over to the company, counted, and restored to the vaults. City Coach suspended the bargain offer in view of declining revenues and mounting costs as an alternative to asking the Indiana Public Service Commission for an increase in the basic 10-cent rate. The tokens will be saved for possible future use. Mr. Stilwell is glad he doesn't have to dispose of them. He's familiar with the troubles Gaselec had in getting rid of its old ones when it went out of the street transportation business. Gaselec managed to round up 193,498 tokens.

At first it was assumed they had salvage value, but salvage dealers pointed out they're made almost entirely of alloys, instead of valuable metals. So, since the tokens are the same as money, Gaselec had to destroy them in some fashion to prevent them from finding their way into bus coin boxes. Somebody suggested melting them into an unrecognizable lump. So they took a ladle full, held a torch to it, to see what would happen. The tokens turned red, then white hot, but they wouldn't melt--not even enough to stick together.

Then somebody suggested they mangle them, but the idea was brushed aside. It would be expensive to mangle nearly 200,000 of them, one at a time. Gaselec wrote the Johnson Fare Box Company, of Chicago, the firm from which the tokens were bought. Send them to Chicago, said Johnson Fare Box. We'll take them out and dump them in Lake Michigan. But shipping was a problem. The Johnson Fare Box office, however, suggested another idea--why not throw them into the Ohio River?

This sounded like a good idea, until some of the Gaselec staff recited some of their experiences. They had, they said, thrown several hundred mutilated tokens off the Evansville-Henderson Bridge. But a sandbar formed, bringing the tokens to the surface. Some fishermen found them. Those weren't the only tokens found by fishermen, it was learned. Tokens, it seems, work fine in 10-cent slot machines. In the night club strip along U.S. 41 in Henderson County, tokens had been removed by the boxful. The slot machine operators apparently didn't know they could be cashed in at the Gaselec offices. So in an effort to keep them from getting back into the slot machines, they'd thrown them in the river. Whenever the stage lowered, fishermen collected them along the banks.

So the matter rested until construction began on Gaselec's addition to the Ohio River Power Station. "Let's put them under the building," suggested Charles Froelich, Gaselec treasurer. So the 193,498 tokens were taken to the construction site. A bag at a time, they were emptied into a concrete mixer and poured into the footings of the intake house, 60 feet below the surface of the ground and several feet below the surface of the river. One of these days Gaselec is going to have another bus token disposal problem, even though it isn't in the bus business. It has collected several thousand more tokens since it went out of the business in mid-1948.

CLEVELAND'S TRANSIT HISTORY

(An article by Larry Hawkins in the Cleveland Plain Dealer 9/25/49)

Now that Cleveland is on the verge of a big decision that may revolutionize its transit system, it is amusing to paw through the old records and see how Clevelanders got about in the old days. In the benighted era of beards, bustles, and mustache cups, people either traveled with a horse or they walked. In pre-Civil War days the only mass transportation here was the omnibus, a big, heavy vehicle patterned after the stage coach.

Some bright lad some place got the idea of taking the jolts out of carriage travel by running it on tracks. Thus the horse streetcar was born. The first street railroad here, operating under a city franchise, was started in 1880 by the East Cleveland Railroad Co. on Euclid Avenue. As time went on other East Side streets were incorporated into its horsecar system, and many competing companies were born.

For 25 years traffic plodded along in harness. Then on July 26, 1884, a momentous event occurred here which was destined to change city traffic everywhere in America. The Associated Press reported it as follows the next day:

"The first electric railway for public use in America went into operation in this city yesterday, in connection with the East Cleveland Railroad Co., which has just completed a mile road. The experiment was so successful that the company expects to change its entire system, comprising over 20 miles, into electric roads.

"The Bentley-Knight system was used and the current was carried on underground conductors, laid in conduits like those of cable roads. The cars were started and stopped with the greatest of ease. Any number of cars up to five can be run at one time on a single circuit and from one machine, which is a result not attained by any of the European systems now in operation. The success of the new road has made a great sensation in both street railroad and electrical circles, and is expected to extend greatly the field of electrical development, as well as enhance the value of street railroad properties."

Seven years after the debut of electricity, the last of the streetcar dabbins clopped over Cleveland's wood block paving. Meanwhile another competitor made a brief bid for street traffic business. This was the Cleveland Cable Co., organized in 1889. Continuously moving cables, powered by steam engines, were laid underground in a slot between the car tracks. The conductor would throw a lever operating a cable grip underneath the car to start and stop it. No matter how clever the cableman might be, the car always started with a series of jerks. Cable cars survived only a few years. Electricity was the thing.

In 1893 nine different street railway companies with original franchises were in operation. That year these companies merged into two big competing companies known as the "Big Consolidated" and the "Little Consolidated." In 1900 the two consolidates consolidated into one company, appropriately known as the "Con-con."

Tom L. Johnson, who had built and successfully operated streetcar lines here and elsewhere, opened war on the Con-con almost at once by running for Mayor on a 3-cent-fare platform. The struggle was marked by court injunctions, the chartering of the "low fare" companies whenever old franchises ran out, tent meetings to educate the public, and midnight track-laying coup d'etats. By 1907 Johnson had the Con-con subdued and the city took over the system on an experimental lease basis. A big municipal free-ride day celebrated the event. Soon afterwards a strike brought on financial difficulties and a return to private ownership under wraps.

During recent years under the present municipal ownership, the transit system has been gradually shifting from trolleys to rubber-tired vehicles until now it operates far more buses and trackless trolleys than it does streetcars.

Supplement to the National Check and Premium List

By Roland C. Atwood

ALABAMA

Huntsville 470 (Reported by B. H. Baake, Jr.)
B WM 23 Ball Crescent Motors Inc., Huntsville Ala. (crescent) \$0.10
Good For One Fare (crescent)

Tuscaloosa 800 (Reported by A. D. Jordan, Jr.)
B Bz 23 D Druid City Lines .10
Good For One Fare

CALIFORNIA

Oakland 575 (Reported by Ralph Freiberg)
N WM 16 Sd Key System Oakland K 1950 .10
Good For One Fare K

INDIANA

~~South Bend 360 (Information supplied by Kenneth Smith)~~
~~L - Delete this token. No such token exists.~~

IOWA

Charles City 180 (Reported by A. W. Allen)
O o B Oc Sd Winterink & C Charles City, Ia. Good For One Fare 1.00
(blank)(incuse letters except "good for one fare")

Muscatine 640 (Information supplied by Kenneth Smith)
M. - Delete this token. It is a manufacturer's sample.

KENTUCKY

Ashland 10
O o B 29 Sd Ferry Check 1 Single Rig A. & I. T. & F. Co. 1.00
(blank)(incuse letters)

Maysville 560 (Reported by C. J. Cook)
E WM 16 D Duke Transit Co. Maysville, Ky. .10
Good For One Fare

MISSISSIPPI

Hattiesburg 360 (Reported by E. L. Kimmons)
A K 23 Sd Mississippi City Lines M .10
Good For ~~One~~ School Fare M

Jackson 460 (Reported by Paul Targonsky)
J WM 23 Bar Jackson City Lines (bus) .10
Good For One Fare (bus)

NEW YORK

Elmira 230 (Information supplied by Kenneth Smith)
G - Delete this token. No such token exists.

OHIO

Lakewood 435
D B 23 L-sc Lakewood Rapid Transit .10
Good For One Way Fare

Toledo 860 (Reported by Max M. Schwartz)
J Z 23 S The Community Traction Company Toledo .10
School Fare (bronze-plated)

OKLAHOMA

Enid 330 (Reported by Max M. Schwartz)
E o A 30 Sd Geo. Doughty City Hack Return Check Enid, O.T. 2.00
(same as obverse)

OKLAHOMA (cont.)

Tulsa 860 (Reported by Kenneth Smith)
G Delete this token. Insert it as #32 in the unpunched error list.
I Delete this token. Insert it as #33 in the unpunched error list.
P o Wm 16 Dd Tulsa City Lines, Inc. (bus) 0.25
Good For One Fare (bus)

PENNSYLVANIA

Philadelphia 750 (Reported by Charles Houser)
NN B 20 Sd Philadelphia PTC 0.10
Good For One Fare PTC (This is LL with "Cash" removed by Co.)

Pittsburgh 765 (Reported by John M. Mackie, Jr.)
Y Wm 21 Bar Pittsburgh Railways Co. (streamlined streetcar) 0.10
Token Fare PRC (winged emblem)

SOUTH DAKOTA

Fort Meade 370 (Reported by Max M. Schwartz)
A o B 25 Sd PX Bus Only U.S. Army Ft. Meade, S. D. ?
Good For 5¢ In Trade

Watertown 950 (Reported by E. L. Tomberlin)
A o B Oc Sd Texhumes Yellow Bus Line 1.00
Good For 1 Fare

TEXAS

Fort Worth 340 (Reported by Kenneth Smith)
K o Fy 40 Sd J.A.Maddox Transfer Phone 55 Good To Return 2.00
(blank)
L o Fb 40 Sd J.A.Maddox Transfer Phone 55 Good To Return 2.00
(blank)

UTAH

Logan 400 (Reported by D.B.Johns)
E B 23 Sd Cook Transportation Co. 0.10
Good For One Fare

WISCONSIN

Racine 700 (Information supplied by Kenneth Smith)
E Delete this token. It is a manufacturer's sample

ALASKA

Voldez 875 (Reported by E.L.Tomberlin)
A o B 39 Sd Alaska Home Railway Company (numerals) 0.50
(blank)

PORTE RICO

Ponce 560 (Reported by E.L.Tomberlin)
B o Wm 16 St-sc White Star Omnibus Company 0.25
Good For One Fare

PHILLIPINES

Iloilo 400 (Reported by R. L. Moore)
A o B 20 Sd Iloilo Transportation (numerals) 0.50
I T Co.

Check List of Foreign Transportation Tokens

1950

SCOTLAND (continued)

-DUNDEE 200 (continued)			
Z	C-lt.blue	22 Sd	Dundee City Tramways (arms) (shades) 1d. 2d.
AA	C-maroon	22 Sd	Dundee City Tramways (arms) 1d. (pink with brown background)
AB	C-lt.green	22 Sd	Dundee City Tremways (arms) 1½d.
AC	C-white	22 Sd	Dundee City Tramways (arms) 1d. (white with yellow background)
AD	C-blue green	22 Sd	Dundee City Tramways (arms) 1½d. (incuse letters - both sides)
AE	Fl-red	22 Sd	Dundee City Tremways (arms) 1d.
AF	Fl-white	22 Sd	Dundee City Tramways (arms) 1d.
AG	C-cream	22 Sd	Dundee City Tramways (arms) 1d.
DUNFERMLINE 250			
A o	C-red	22 Sd	Dunfermline and District Tramways G.S. 2d.
B o	Brass	27 Sd	Dinfermline & Dist. Trys. Co. 1½d. School
EDINBURGH 300			
A o	Copper	25 3d	Edinburgh Conveyance Company 2d. Toll Cross to Register Office
B o	brass	33 Fc	Edinburgh Street Tramways 33 (wreath)
C o	C-red	22 Sd	Edinburgh & District Tramways Co. Ltd. School 1d.
D o	C-lt. blue	22 Sd	Edinburgh & District Tramways Co. Ltd. Exchange 2d.
E o	C-lt. green	22 Sd	Edinburgh & District Tramways Co. Ltd. Exchange 1d.
F o	C-white	22 Sd	Edinburgh & District Tramways Co. Ltd. Exchange 1d.
G o	C-red	22 Sd	Edinburgh & District Tramways Co. Ltd. Gas Commission 1d. Not Available on Sundays - For Use 6 A.M. to 6 P.M. - 6 A.M. to 2 P.M. on Saturdays
H o	C-red	22 Sd	Edinburgh & District Tramways Co. Gas Commission 1d. .20 (same reverse as G)
I o	C-red	21 Sd	Edinburgh & District Tramways Co. Gas Commission 1d. .20 (same reverse as G)
J o	C-black	22 3d	Edinburgh Corporation Tramways 1d. (same reverse as G)
K o	C-red	22 Sd	Edinburgh Corporation Tramways 1d. Gas Commission .20 (same reverse as G)
L o	C-red	21 Sd	Edinburgh Corporation Tramways 1d. Gas Commission .20 (same reverse as G)
M o	C-lt. brown	22 Sd	Edinburgh Corporation Tramways 1d. .20 (same reverse as G)
N o	C-dk. brown	22 Sd	Edinburgh Corporation Tramways 1d. .20 (same reverse as G)
O o	C-cream	22 Sd	Edinburgh Corporation Tramways 1d. .20 Edinburgh Corporation Tramways (arms)

EDINBURGH 300 (continued)	
P o C-violet	22 Sd Edinburgh Corporation Tramways 1d. Scholar Available Any Distance On One Car Between 8 A.M. to 6 P.M. Week Days 8 A.M. to 3 P.M. Saturdays P.O. 1d. .20
Q o C-dk.green	22 Sd Edinburgh Corporation Tramways (arms) .2
R o C-lemon	22 Sd Edinburgh Corporation Tramways (arms) G.P.O. 1½d. .20
S o C-cream	22 Sd Edinburgh Corporation Tramways (arms) 1d. .20
T o C-white	22 Sd Edinburgh Corporation Tramways (arms) 1d. .20
U o C-dk.blue	22 Sd Edinburgh Corporation Tramways (arms) 1½d. .20
V o C-lt.blue	22 Sd Edinburgh Corporation Tramways (arms) 1d. .20
W o C-lt.blue	22 Sd Edinburgh Corporation Tramways (arms) 8 ½d. .20
X o C-white	22 Sd Edinburgh Corporation Transport (arms) (same as obverse) .20
Y o Pl-white	22 Sd Edinburgh Corporation Transport (arms) (same as obverse) .20
Z o C-dk.brown	22 Sd Edinburgh Corporation Transport (arms) Not Available on Sundays. For Use 6 A.M. to 6 P.M. 6 A.M. to 2 P.M. on Saturdays .20
AA o C-red	22 Sd Edinburgh Corporation Transport (arms) Gas ? .20
AB o C-brown	22 Sd Edinburgh Corporation Transport (arms) Workman ? .20
AC o C-violet	22 Sd Edinburgh Corporation Transport (arms) School Edinburgh Corporation Transport (arms) .20
AD o Copper	25 Sd Edinburgh Conveyance Company 1d. G.F.O. 10 .2
AE o C-white	23 Sd Edinburgh & District Tramways Co. Ltd. Exchange Toll Cross to Register Office 1.00
AG o C-black	22 Sd Edinburgh Corporation Transport (arms) Edinburgh Corporation Transport 1d. .20

FALKIRK 350

A o Nickle	29 Sd F D T C (in monogram)(Falkirk District Tramway Co.) (blank)	1.00
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FIFE 400

A o Brass	29 3d Fife & Midlothian Ferries No.- (blank)	1.00
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GLASGOW 450

A o Brass	20 Sd The Glasgow & Patrick Omnibus Coy. G. & P. O. Coy. Limited Half Fare (wreath) 1.00
B o Copper	0v Sd Macewens City Omnibus 2d. 1.00
C o Copper	0v Sd City Omnibus Fare 2½d. Jany. 1856 Glasgow Andrew Menzies Funeral Undertaker and Job Master 1.00
D o Copper	0v Sd City Omnibus Fare 2d. Jany. 1856 Glasgow Andrew Menzies Funeral Undertaker and Job Master 1.00
E o Copper	0v Sd City Omnibus Fare 2d. Andrew Menzies Glasgow May 1859 1.00 Andrew Menzies Funeral Undertaker and Job Master
F o C-white	25 3d Clydeside Subway Railway .2
G o C-blue	25 3d Glasgow Subway Railway .25

MESSAGE FROM THE SECRETARY

To my Fellow Vecturist:

Greetings. First I would like to urge that all members who have not sent in their dues for 1950 do so right away. At this writing I have only received dues from forty-one (41) members.

I have mailed to President Schwartz the names of eleven (11) new applications for membership in the American Vecturist Association, the required fee has been collected, and their names are ready to be submitted to the board.

Last Thursday, January 5, being my regular day off, I got out of a good warm bed at 6 a.m. with the mercury at 25° and an icy rain, and went down to the Superintendent's office of Austin Transit, Inc. Mr. Charles Bowman, our Superintendent, and Mr. L. J. New, one of the company's personnel, assisted me--or perhaps I should say did the work, while I watched. Anyway, we "run off" fifteen hundred (1,500) or more 10 by 14 sheets of that list of corrections, new listings, etc., and got through about 12:30 p.m.

Now, Gentlemen, I would like to explain why this list was printed on both sides of the sheets. First, the entire expense of this list was paid by me, except the stencils which were paid for by my good friend Floyd Barnett, 2731 Lyndale Ave., So., Minneapolis 8, Minn. I paid for 1,500 hundred 10 by 14 white sheets of paper, covers for keeping the stencils, envelopes, and stamps for mailing. The list exceeded my estimation. So in order to cut down on expenses of paper, and not have such a large bundle for mailing, both sides were used to print the list. We did not have time between each "batch" of sheets to wait for them to dry, so you will find the list printed on obverse side from page 1 and including page 7, on reverse side of page 1, you will find page 8, on reverse of page 2, you will find page 9, and so on down to end of list.

In order to save time in explaining each list mailed out, you will find on the bottom of some of the pages that all of the listing does not show. I am asking Mr. Coffey to add them with this letter, so you will have them.

I air mailed a copy of this list to Mr. Atwood, so he may correct any errors, and as soon as I receive back from him I will mail them to you. If anyone fails to receive his list by February 1, please drop me a card and one will be mailed to you.

Editor's Note: Mr. Kimmons' letter arrived January 10, after the January Fare Box was already at the mimeographer, and consequently too late for regular inclusion. The matter seemed so timely and important, however, that I made a special trip to the mimeographer in order to have it included in the January issue. Hereafter, please have your material here by the 5th of the month if you want it included in that month's issue. Otherwise I shall have to hold it over till the next issue.

Another thing: Please keep me informed of your latest addresses. The Fare Box may at any time have to revert to using 3rd class mailing, which cannot be forwarded.

If any subscriber wishes to receive his Fare Box by airmail each month, he may do so by placing \$1.00 deposit with me. At the end of the year, the unused balance of the dollar will be returned. The airmail subscriber will be charged, for each issue, the difference between the regular postage used and the airmail fee. Thus, for example, the airmail subscriber would pay 10¢ on this (January) issue, which is the difference between the 2¢ and the airmail fee of 12¢. Needless to say, the \$1 deposit is available only to subscribers in the U.S.A., as overseas airmail is tremendously higher than regular first class rates.

ADDITIONS AND CORRECTIONS TO KIMMONS' CHECK LIST SUPPLEMENT

At bottom of page 1: ✓ add Cal 996 A (Yuba City) WM 16 Sd Twin Cities Transit Marysville - Yuba City/(same as obverse).

At bottom of page 2: add Ga 130 A (Brunswick) Bz 16 Sq-ss City Coaches, Inc. Brunswick, Ga./Good Only Within City Limits.

At bottom of page 3: Ill 890 D, continued top of page 4.

At bottom of page 4: ✓ Ft. Dodge, Iowa 380 (this didn't seem to print very well). 380 C - this should be zinc. ✓ Delete D, no such token. ✓ H - this should be 25mm. brass. ✓ Mason City 800 D continued top of page 5.

At bottom of page 7: This is continued at top of page 8, on reverse side of page 1.

At bottom of page 9: should be listed Chillicothe 180 (Ohio), continued at top of page 10.

At bottom of page 10: ✓ Chambersburg, Pa 176 A WM 16 Sd Couchman Transit Service, Inc. (bus)/Good For One Fare (bus). ✓ Charleroi 180 (Pa.) G Z 21 Sd - listed at top of page 11.

At bottom of page 11: Sioux Falls, S.D. 840 E, listed at top of page 12.

On page 12: Texas 940 B WM 16 Bar Vernon Transit Co. (bus)/(reverse same as A). Wichita Falls 980 B should read "Wichita Falls Tras. Co." (misspelled).

Bottom of page 12: Ogden, Utah 525 C Bz 16 Bar Ogden Transit Co. (bus)/Good For One Fare (bus). ✓ Provo 650 B,C,D are listed at top of page 13.

Bottom of page 13: Spokane, Wash. 880 K S 21 Ch In Exchange For Cash/Good For One Fare.

Bottom of page 14: Hilo, Hawaii 210 E Fr 32 Po Waiakea Mill Co. Bus Token/ (same as obverse)(aluminum rim). Balance of Hawaii continued on page 15.

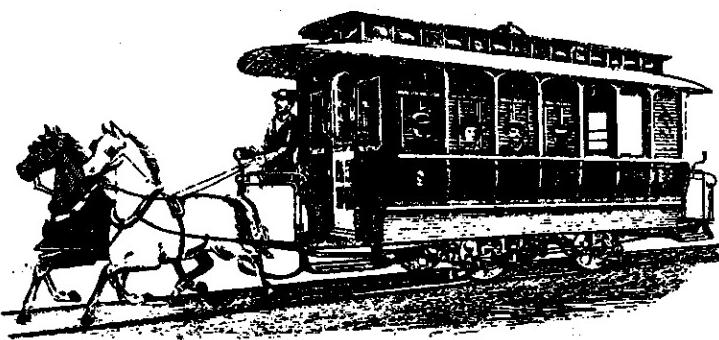
Mr. Charles R. Lamb has been collecting transportation tokens for a number of years. He is one of the pioneers of the hobby. He has since started a new hobby, mentioned briefly in the December issue. This is collecting specimens of sand. He has been at this second hobby for two years, and now has 801 different specimens from every state in the U.S., most Canadian provinces, twenty-six foreign countries, a number of South Sea islands, nearly all the states in Mexico, all the British Isles, and several of the nations of Central and South America. He keeps his samples in one-ounce bottles (which hold 3 tablespoons full). He says he will of course gladly pay postage for any mailed to him. Mr. Lamb enclosed a photograph with his letter, and the collection indeed makes an interesting display.

The Editor of The Fare Box deeply regrets his inability to fill the several requests he has received for the March, April, and May issues of The Fare Box. There are simply none of these available, for reasons known to most collectors. If any readers are willing to part with their issues of these particular months, I shall gladly pay 15¢ each for them, in order that I may supply those who have never seen these issues. This 15¢ offer applies only to the first ten sent me--of each month mentioned--but there is little danger of my receiving more than two of each as a result of this notice, let alone ten!

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



Editors
D. M. Peebles, Jr.
J. M. Coffee, Jr.

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P. O. Box 4835
Washington 8, D. C.

VOLUME 4

FEBRUARY, 1950

NUMBER 2

IMPORTANT NOTICE - Send all correspondence intended for The Fare Box to the Editor:
JOHN M. COFFEE, JR. - P.O. BOX 334 - NEW HAVEN, CONNECTICUT

A.V.A. ADOPTS CODE OF ETHICS

In order to facilitate the accomplishment of the purposes and objects for which the American Vecturist Association was formed, the members thereof, through the Executive Board thereof, do hereby voluntarily adopt for themselves the following code of ethics which shall apply in their relationship with others, whether members or otherwise, with the expressed understanding that breach thereof shall be considered as conduct prejudicial to the welfare of the Association.

1. In their dealings and relationship with those who are not members of the Association, members shall, in all matters involving vectures (transportation tokens), so conduct themselves as to bring no discredit or reproach to the Association or its members.

2. Dealings between members shall be maintained on a voluntary basis, upon such prices, terms, and method of payment as they may agree, and such dealings may be terminated at the will of either.

3. No member shall knowingly offer to sell to another a token, either of doubtful origin or otherwise not entitled to listing as a regular issue, without disclosing to the prospective purchaser such facts as are known to the prospective seller.

4. In offering specific tokens to a prospective purchaser, the prospective seller shall hold them for the decision of the prospective purchaser for fifteen days, or such shorter period as may be contained in the offer, before offering them to another.

5. Any and all tokens sent by one member to another, whether in response to specific request or pursuant to a want list, are returnable without any reason whatsoever, provided such return be made within fifteen days from the receipt thereof or such other period as may be specifically agreed upon between the parties.

6. A member purchasing tokens from another shall make payment in full for those retained within thirty days from their receipt, unless otherwise specifically agreed upon between the parties. Where a member maintains a running account of credits and charges with another, either shall have the right to terminate said arrangement by notice to the other and if settlement is requested by either, payment of the balance shall be made within thirty days from the receipt of notice to that effect.

7. This Code of Ethics shall become effective from and after March 1, 1950.

NEW MEMBERS

(The following have been elected to membership in the A.V.A.)

82. O. R. Bertram (*) -	2111 Swisher Street	Austin, Texas
83. Ralph D. Mefford (*) -	P.O. Box 609	Round Lake, Illinois
84. J. Curtis Marper (**) -	915 West Mary Street	Austin, Texas
85. Don L. Browne (**) -	1327 Highland Terrace	Richmond Heights 17, Mo.
86. Chris J. Cock (**) -	2105 Fourth Court	Cuyahoga Falls, Ohio
87. Dr. Elmer Nelson (**) -	4516 Tuckerman Street	Riverdale, Maryland
88. Sam Ie Jeune, Jr. (**) -	1706 South Second Street	Louisville 8, Kentucky
89. Arthur W. Allen (**) -	1423 Harrison Street	Davenport, Iowa
90. Cecil B. Geeson (**) -	182 Hamel Street	Bolton, Lancashire, England
91. Dewey L. Trooper (**) -	113 West Picadome Park	Lexington 33, Kentucky

(*) denotes that the member collects only U.S. (**) denotes both foreign and U.S.

CHANGE OF ADDRESS

Floyd D. Barnett -	2731 Lyndale Avenue, So.	Minneapolis 8, Minnesota
Ivan B. Cline -	1117 West Virginia Street	Evansville 10, Indiana
William C. Gallagher -	922 Loma Avenue	Long Beach 4, California
W. G. Robertson -	125 South Ridgewood Avenue	Daytona Beach, Florida
Kenneth Smith -	P.O. Box 56	Laredo, Texas

THIS IS THE LAST ISSUE of The Fare Box that you will receive unless you pay your 1950 dues by March 1. This issue is being mailed to all old members and subscribers, but those who have not paid their 1950 dues by March 1 will receive no more issues. If you intend to renew your membership, please do so immediately, as I cannot guarantee that back numbers will be available for latecomers. Already the January issue (last month's) has been exhausted!

THE ASSYLUM WAY TOKENS
By Roland C. Atwood

In 1933 while visiting Dayton I talked to an old gentleman about the origin of these two tokens (OHIO 230 I and J). He related that as he had ridden on that line in 1885 he remembered that the owner, having a sense of humor, had 100 of each variety made, and the customers collected the whole amount the first day--and in lieu of tokens paid cash as usual (5¢). On the second day he sent in a repeat order and the day those arrived he also lost the second hundred; so he gave up trying to use tokens, as the cost was 30¢ each in those days! They were made in Cincinnati.

REPORT FROM THE SECRETARY

Greetings! At this writing, forty-nine old members have sent in their 1950 dues. We also have ten new members, whose names you will find in this issue of The Fare Box. By this time each member of the organization should have received his copy of my List. If you have not received one, please drop me a card, and one will be forwarded. A copy was mailed to each member of the A.V.A. and several other collectors who I know use Atwood's List, this includes several transportation companies. Mr. Atwood made a few corrections to this list, and I am again asking Mr. Coffee to print them with this letter.

(Editor's Note: I regret that space will not allow for printing the corrections in this issue. They will appear in the March issue.)

PRICE REVISIONS for 1950 to The National Check & Premium List By Roland C. Atwood

Ala 120 B...\$.50	Mont 660 A...\$.50	Tenn 600 C...\$.50	W.Va.100 A...\$.1.00
C...\$.50	B...\$.50	Tex 135 B...\$.2.00	B...\$.1.00
D...\$.50	D...\$.2.00	C...\$.2.00	200 D...\$.25
E...\$.50	N.J. 605 A...\$.50	145 A...\$.15	240 A...\$.25
F...\$.50	N.Y. 305 A...\$.15	270 B...\$.25	Wisc 70 A...\$.15
560 F...\$.1.00	735 A...\$.25	400 A...\$.15	500 B...\$.50
I...\$.35	770 A...\$.15	445 G...\$.1.00	D...\$.50
K...\$.35	Ohio 440 B...\$.1.00	Utah 750 A...\$.2.50	510 B...\$.75
M...\$.35	C...\$.25	Va 120 A...\$.15	F...\$.1.00
N...\$.50	E...\$.50	B...\$.15	G...\$.2.00
Ariz 680 A...\$.2.50	475 3Q...\$.50	350 A...\$.3.50	820 A...\$.2.50
Cal 100 C...\$.25	Oklahoma 610 B...\$.25	500 A...\$.2.00	Wyo 100 A...\$.1.00
625 B...\$.1.00	Pa 150 A...\$.50	K...\$.2.00	B...\$.1.00
C...\$.1.00	B...\$.75	600 C...\$.25	D...\$.25
650 A...\$.25	165 E...\$.35	D...\$.25	E...\$.25
Conn 233 A...\$.1.50	F...\$.50	J...\$.15	F...\$.25
B...\$.2.50	G...\$.50	K...\$.15	G...\$.25
305 G...\$.2.00	195 A...\$.25	620 G...\$.75	120 E...\$.25
H...\$.2.00	B...\$.25	H...\$.75	750 A...\$.1.00
345 A...\$.75	K...\$.25	720 A...\$.75	810 A...\$.1.50
Ide 440 B...\$.25	280 A...\$.25	Wash 5 A...\$.1.00	D.C. 500 A...\$.1.50
C...\$.25	305 A...\$.50	10 A...\$.50	B...\$.1.50
D...\$.25	400 A...\$.1.00	80 A...\$.1.50	C...\$.1.00
E...\$.25	B...\$.50	B...\$.2.50	F...\$.25
F...\$.25	C...\$.50	C...\$.1.00	G...\$.25
G...\$.25	D...\$.2.00	230 A...\$.2.00	H...\$.25
H...\$.25	480 A...\$.1.00	250 A...\$.1.00	I...\$.25
I...\$.25	B...\$.75	B...\$.1.00	J...\$.1.00
580 A...\$.15	495 I...\$.25	C...\$.1.00	K...\$.25
Iowa 230 K...\$.1.00	Kittan...1.00	D...\$.1.00	L...\$.25
740 C...\$.25	605 A...\$.50	E...\$.1.00	M...\$.25
850 G...\$.35	B...\$.50	F...\$.1.00	N...\$.50
H...\$.35	C...\$.25	300 A...\$.2.00	P...\$.75
Md 560 A...\$.15	650 C...\$.50	340 A...\$.50	U...\$.50
Mich 935 A...\$.50	980 A...\$.35	B...\$.50	V...\$.50
B...\$.50	B...\$.25	C...\$.1.00	Haw 240 A...\$.15
C...\$.50	R.I. 700 B...\$.75	D...\$.1.00	330 A...\$.50
D...\$.50	C...\$.50	710 A...\$.2.50	540 A...\$.1.00
E...\$.50	S.C. 110 A...\$.1.00	B...\$.2.50	P.R. 640 A...\$.25
Minn 600 A...\$.25	310 A...\$.50	775 A...\$.1.00	B...\$.50
B...\$.50	S.D. 780 A...\$.35	780 G...\$.25	C...\$.50
760 M...\$.15	B...\$.35	840 A...\$.2.50	P.I. 500 A...\$.50
Miss 460 A...\$.25	Tenn 430 F...\$.35	C...\$.1.50	B...\$.15
B...\$.25	G...\$.50	990 B...\$.25	

Collectors will note that a number of tokens have gone down in value. This is because the sources of supply of these tokens have proven either enormous or limitless, and a continued high listing would be ridiculous in the situation. The price of a token must depend on the supply as well as the demand. Collectors should make the corrections in their lists immediately, as the formerly listed prices for these tokens are no longer correct, of course--having been superseded by the above listings. (Editor's note)

Mr. A. C. Zakor reports the existence of a new token from Los Angeles. This is the regular CAL 450 C with brass plating on it. It is not, however, a fare token. Each operator was issued 40 of these plated things, to be used as pass counters. Each time a passenger showed a pass, the operator would drop a brass token into the box. This system was in use only from January 17 to 22 of this year. It is an interesting oddity, but should not be placed in a collection of legitimate fare tokens.

Supplement to the National Check and Premium List

By Roland C. Atwood

ALABAMA

Dothan 240 (Reported by C. J. Cook)
B Ez 23 Bar Dothan Bus Company Inc. (bus) 0.10
Good For One Fare

CALIFORNIA

Oakland 575 (Reported by H. C. Laible)
O o S 16 Bar Key System One Fare 0.10
Good For One Fare

COLORADO

Pueblo 760 (Reported by Wm. Black)
O o A 24 Sd The Pueblo Electric Street Ry. Co. $\frac{1}{2}$ Fare 1.00
Good For Children Under 12 Years

GEORGIA

Atlanta 60 (Reported by A. O. Jordan)
O Wm 23 Ball Dixie Hills Transportation D (2 Var.) 0.10
Good For One Fare D (lg & Sm cutouts)

Columbus 780
G Wm 16 Sd Savannah Trans. Co. One Fare 0.10
(Azalea)

Valdosta 920 (Reported by A. D. Jordan)
B Wm 16 Bar Valdosta Coaches, Inc. Valdosta, Ga. (bus) 0.10
Good For One Ride (bus)

ILLINOIS

Champaign 135 (Reported by H. Porter)
G Wm 23 Bar Champaign - Urban City Lines, Inc. (bus) 0.10
Good For One Fare

Decatur 195 (Reported by Frank Greene)
G Wm 23 Bar Decatur City Lines, Inc. (bus) 0.10
Good For One Fare

Pekin 685 (Reported by Frank Greene)
B Wm 23 Bar Pekin Municipal Bus Line (Bus) 0.10
Good For One Fare (bus)

IOWA

Muscatine 640 (Reported by Edgar Levy)
W o Vi 23 Sd Muscatine City Railway 5¢ One Fare 3.00
Chew Old Glory Plug Tobacco Fred Daut & Co. Agts.

Sioux City 850 (Corrected listing, Reported by F. O. Barnett)
C o A 19 Sd Sioux City Traction Company Sioux City, Ia. 0.25
Good For Half Fare
U o Fm 21 Sd S. C. Cable Ry. 1.00
Good For Half Fare

MICHIGAN

Owosso 735 (Reported by Michael Super)
E o Wm 23 0 I. T. Bus Line, Inc. 0.10
Good For One Fare Owosso - Corunna
Sault Ste. Marie 885 (Reported by Chas. Hamilton)
A o Z 23 S Soo Traction Co. 0.50
Good For One Fare
B o Z 20 S Soo Traction Co. 0.15
Good For One Fare

(continued on page 26)

MISSOURI

Joplin	430	(reported by Frank Greene)		
B	Bz	23 Bar	Joplin Public Service Co. J.P.S. Co.	\$0.15
			Good For One Fare J.P.S. Co.	
St. Louis	910	(reported by Frank Greene)(P by Ralph Freiberg)		
M	WM	16 U	United Railways Co. of St. Louis 1918 (bronze-plated)	.10
			Good For One City Fare	
N	WM	16 U	United Railways Co. of St. Louis 1919 (bronze-plated)	.10
			Good For One City Fare	
O	WM	16 U	United Railways Co. of St. Louis 1919 (bronze-plated)	.10
			Good For One Fare Rolla Wells Recvr.	
P	WM	16 U	United Railways Co. of St. Louis	.10
			Good For One City Fare	

NEBRASKA

Fremont	360	(reported by Max M. Schwartz)		
F	B	16 B	Blue Pole Lines Fremont, Nebr.	.10
			Good For One Fare	

NEW YORK

Auburn	35	(reported by T. F. Williamson)		
G	Bz	16 A	Auburn Bus Co. N.Y.	.10
			Good For One Fare	
New York	630	(reported by Max M. Schwartz)		
AH	New variety has reverse in two lines across bar in center		.50	
Plattsburg	735	(reported by Max M. Schwartz)		
G	Z	23 Bar	Plattsburg Coach Lines, Inc.	.10
			Good For One Fare	
Rochester	780	(reported by F. Johnson)		
G	WM	16 R	Rochester Transit Corp. Rochester, N.Y.	.10
			Good For One City Fare (copper-plated)	

NORTH CAROLINA

Durham	240	(reported by C. J. Cook)		
I	WM	16 Ball	Duke Power Company D	.10
			Good For One Fare D	
Fayetteville	330			
B	Bz	23 Bar	City Rapid Transit Co. C.R.T.	.10
			Good For One Fare C.R.T.	

OHIO

Hamilton	385	(reported by Paul H. Ginther)		
B	Bz	16 H	Hamilton City Lines, Inc.	.10
			Good For One Fare	

OREGON

Roseburg	760	(R.C.A.)		
B	B	16 Ball	Roseburg Transit RT	.10
			Good For One Fare RT	

PENNSYLVANIA

Clearfield	200	(reported by Max M. Schwartz)		
D	B	21 F	Fullington Auto Bus Co. Inc. (silver-plated)	.15
			Good For One Fare	
Lock Haven	575	(reported by Max M. Schwartz)		
F	WM	23 S	Sus Traction Co.	.15
			Good For Two Zone Fare	
Norristown	705	(reported by Max M. Schwartz)		
C	B	19 S	Schuylkill Valley Lines, Inc.	.10
			Good For One Local Fare	

TENNESSEE

Humboldt	360	(reported by Frank Greene)		
A	WM	16 Bar	Humboldt City Bus Line (bus)	.10
			Good For One Fare (bus)	
Knoxville	430	(reported by Max M. Schwartz)		
V	B	19 K	Knoxville Power & Light Co. 1925	.25
			Good For One Fare	

VIRGINIA

Petersburg 620 (reported by R. K. Frisbee)
R o B 25 Sd M. B. Bus Line (Sc) \$0.50
Good For One 5¢ Fare

WASHINGTON

Mt. Vernon 580 (reported by Chas. Lamb)
A B 19 Sd City Transit Mt. Vernon .10
One Fare *about*

WISCONSIN

Waterloo 920 (reported by Max M. Schwartz)
B 23 Bar Wisconsin Transit Lines, Inc. (bus) .10
Good For One Adult Fare (bus)

UNIDENTIFIED (reported by Walter W. Underwood)
40 W 23 Bar Transports, Inc. (bus) (.see Fare Box Pg 27 under Memphis, Tenn. (bus)) .10
Good For One Fare (bus) C. 35

SCOTLAND

Edinburgh 300 (reported by F. M. Church)
AH C-dk. blue 22 Sd Edinburgh Corporation Transport (arms) .20
Edinburgh Corporation Transport 1½d.
AI C-white 22 Sd Edinburgh Corporation Transport ½d. (arms) .20
Edinburgh Corporation Transport 1d.

CORRECTIONS to The National Check & Premium List

By Roland C. Atwood

INDIANA

Change 460 K,L,P,Q,R,S,T,Y,Z, from (TOWER) to (MONUMENT) (information by P. Ginther)

KANSAS

Two varieties of 940 B and C: solid & hollow diamonds on rev. (C. J. Cook)

KENTUCKY

Change 150 B,C,D,E, to O. G. Vandersmith (not O.C.) (Paul Ginther)

MAINE

710 A should read 21mm., not 23mm. (R.C.A.)

NEBRASKA

540 L and M--change to read "bust of Lincoln" instead of "Head of Lincoln" (Ginther)

VIRGINIA

620 D is 24mm. instead of 25mm. as listed.

NEW SYRACUSE TRANSIT CORP. BRONZE 16mm. S-sc token out Feb. 4. Also a new Auburn Bus Co., N.Y., bronze 16mm. A issued Jan. 1. Will trade for any new issues in your locality. Have a number of New York state duplicates to trade.

Thomas F. Williamson - 312 Lexington Avenue - Syracuse 10, New York
WILL GIVE YOU a good trade in Indian Head cents for transportation tokens that I need. Also have early Buffalo nickels for trade. Let's exchange lists. Also have 14 (only) of the hard-to-get WASH 780 A. While they last - 20¢ each.

Paul Fouts - 609 Peoples Bldg. - Seattle 1, Washington

HAVE A FEW old 1902 R.R. locomotive photos of New York Central & Hudson River R.R. to trade for tokens.

Roland C. Atwood - P.O. Box 621 - Hollywood 28, Calif.

New Syracuse & Auburn, N.Y., tokens available @ 9¢ each. All 16mm. Syracuse & Cayuga Omnibus Tokens redeemed @ 6 for 25¢. Enclose 3¢ postage for every 5 tokens. Please remit to -

Felton W. Smith - 128 Redfield Place - Syracuse 10, N.Y.
WILL SWAP U.S. STAMPS (sheets, plate blocks, blocks, singles, mint)(blocks, singles, used) covers - first day, first flight, dedications, etc.; British Colonies and other foreign stamps, for tokens. Correspondence invited.

Dr. Elmer Nelson - 4516 Tuckerman Street - Riverdale, Maryland

IF YOU HAVE NOT yet received my new February 1 Want-List, please write for a copy. Also - send me a copy of your want-list. This month's special: KY 510 AH at 25¢ each (cash) or 3 for 50¢ (nice traders)--while they last. I have many others.

J. M. Coffee, Jr. - P.O. Box 334 - New Haven, Conn.

Check List of Foreign Transportation Tokens

1350

SCOTLAND (continued)

GLASGOW 460 (continued)

H o Pewter	Ov Sd	Andrew Menzies Funeral Undertaker & City Omnibus (omnibus)	\$1.00
I o Brass	26 Sd	Clyde Navigation (anchor) (2 varieties)	.50
J o Brass	26 Pc	Halfpenny Ferries Ticket (large & small letters)	.50
K o Nickle	26 Sd	Clyde Navigation (anchor)	.50
L o Brass	26 Sd	Halfpenny Ferries Ticket	.20
M o Brass	32 Sd	Clyde Navigation (anchor) (notched)	.75
N o Copper	Ov Sd	Halfpenny Ferries Ticket	.75
O o Copper	Ob Sd	Clyde Navigation	.75
P o Nickle	Ov Sd	Twopenny Ferries Ticket	1.00
Q o Copper	Ov Sd	Clyde Navigation	1.00
R o C-red	22 Sd	Twopenny Ferries Ticket	1.00
S o C-red	22 Sd	The Glasgow Tramway & Omnibus Company Limited	1.00
T o C-lt. red	23 Sd	Letter Carrier in Uniform	1.00
U o Bronze	Ov Sd	The Glasgow Tramway & Omnibus Company Limited	1.00
V o Brass	30 Pc	Telegraph Boy in Uniform	1.00
W o Brass	Ob Pc	South Portland Street Suspension Bridge 1853	1.00
X o Pewter	Ob Pc	(arms) Let Glasgow Flourish	1.00
Y o Brass	31 Sd	Andrew Menzies, Funeral Undertaker & Job Master	1.00
Z o Pewter	31 Sd	(omnibus)	1.00
AA o Brass	Ob Pc	The Glasgow Tramway and Omnibus Co. Limited (car)	.50
AB o Brass	30 Sd	1919 (design)	.25
AC o Brass	30 Pc	The Glasgow Tramway and Omnibus Co. Limited (car)	.25
AD o Brass	30 Pc	Tramway Check Fare One Penny (arms)	.25
AE o Brass	30 Pc	The Glasgow Tramway and Omnibus Co. Limited (car)	.25
AF F-black	23 Sd	Tramway Check Fare One Penny (arms)	.25
AG C-red	22 Sd	Glasgow Corporation Tramways (arms)	.20
AH C-maroon	21 Sd	(blank)	.20
AI C-maroon	22 Sd	M M Ferry (Ministry of Munitions)	1.00
		(blank)	1.00
		MM Ferry	1.00
		(blank)	1.00
		S. G. & Co. Paisley No.- E.L.	1.00
		(blank)	1.00
		S. G. & Co. Paisley No.- L.L.	1.00
		(blank)	1.00
		Glasgow Corporation Tramways (arms)	.20
		1/2d.	.20
		Glasgow Corporation Tramways (arms)	.20
		1/2d.	.20
		Glasgow Corporation Tramways (arms)	.20
		2 Stage Token	.20
		Glasgow Corporation Tramways (arms)	.20
		2 Stage Token	.20

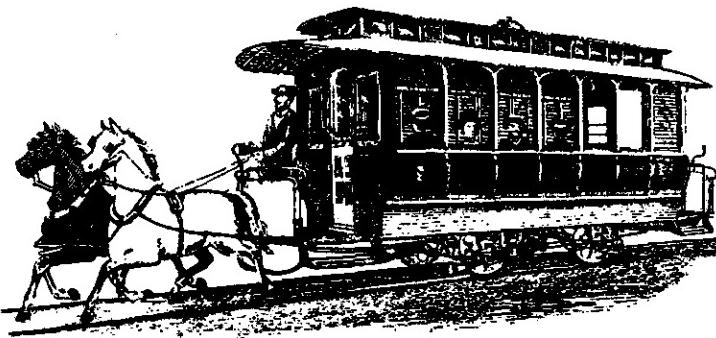
GLASGOW 450 (continued)

AJ	C-dk. red	21 Sd	Glasgow Corporation Tramways (arms) (2 varieties)	.20
AK	C-lt. red	21 Sd	2 Stage Token (small & large letters)	.20
AL	F-maroon	23 Sd	Glasgow Corporation Tramways (arms)	.20
AM	V-maroon	22 Sd	2 Stage Token	.20
AN	V-brown	21 Sd	Glasgow Corporation Tramways (arms)	.20
AO	C-maroon	20 Sd	2 Stage Token	.20
AP	F-dk. brown	22 Sd	Glasgow Corporation Tramways (arms)	.20
AQ	C-black	22 Sd	Glasgow Corporation Tramways (arms)	.20
AR	C-dk. green	22 Sd	2 Stage Token	.20
AS	C-lt. blue	22 Sd	Glasgow Corporation Tramways (arms)	.20
AT	C-blu green	22 Sd	Glasgow Corporation Tramways (arms)	.20
AU	C-cream	21 Sd	Glasgow Corporation Tramways (arms)	.20
AV	C-pink	22 Sd	Glasgow Corporation Tramways (arms)	.20
AW	C-cream	22 Sd	Glasgow Corporation Tramways (arms) (2 var.)	.20
AX	F-gray	22 Sd	1d. (narrow & wide ½)	.20
AY	V-dk. blue	21 Sd	Glasgow Corporation Tramways (arms)	.20
AZ	C-dk. blue	22 Sd	Glasgow Corporation Tramways (arms)	.20
BA	C-blue	22 Sd	Glasgow Corporation Tramways (arms)	.20
BB	V-violet	22 Sd	Glasgow Corporation Tramways (arms)	.20
BC	C-white	22 Sd	Glasgow Corporation Tramways (arms)	.20
BD	V-lt. green	21 Sd	Glasgow Corporation Tramways (arms)	.20
BE	C-green	24 Sd	Glasgow Corporation Transport (arms)	.20
BF	C-olive grn.	23 Sd	1d. (wide & narrow ½)	.20
BG	C-lt. blue	22 Sd	Glasgow Corporation Transport (arms) (2 var.)	.20
BH	C-orange	23 Sd	1d. J.I.C. (junior instruction classes)	.20
BI	C-lemon	23 Sd	Glasgow Corporation Transport (arms)	.20
BJ	C-black	23 Sd	1d. J.I.C.	.20
BK	C-brown	22 Sd	Glasgow Corporation Transport (arms)	.20
BL	C-lt. blue	22 Sd	1d. J.I.C.	.20
BM	F-maroon	24 Sd	Glasgow Corporation Tramways (arms)	.20
BN	C-yellow	22 Sd	2 Stage Token	.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



Editors
D. M. Peebles, Jr.
J. M. Coffee, Jr.

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IMPORTANT NOTICE - Send all correspondence intended for The Fare Box to the Editor:
JOHN M. COFFEE, JR. - P.O. BOX 334 - NEW HAVEN, CONNECTICUT

PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB MAIL AUCTION OF MARCH 10, 1950

1. Colo 300 B.....	No bid	18. Va 720 B & C....	\$0.75	34. Ohio 10 C.....	No bid
2. Colo 540 D.....	\$0.18	19. Wisc 500 D.....	.75	35. Calif 450 F.....	No bid
3. Mo 130 C.....	1.65	20. D.C. 500 U & V..	.75	36. Calif 775 A.....	\$1.30
4. Tenn 430 D.....	1.75	21. Ky 510 AH (2v.).	.55	37. Calif 775 B.....	1.30
5. Ill 795 I.....	2.65	22. Mich 845 V,W &		38. Calif 985 C.....	.15
6. Ill 795 J.....	2.85	65 H.....	.69	39. Wash paper ticket...	.10
7. Ia 230 K & Ka....	5.19	23. Mich 935 F.....	.35	40. Ore 880 B.....	.20
8. Ia 230 K.....	2.29	24. Costa Rica 50c. No bid		41. Ohio 440 C.....	1.50
9. Ia 230 Ka.....	2.29	25. Pa 750 D.....	2.48	42. Pa 195 F.....	.75
10. U.S.-25 tokens..	2.25	26. Hagener, Ger. ½.	.50	43. 35 diff. US Pac Cst. N.B.	
11. U.S.-25 tokens..	2.20	27. " & Boch-Gels F.	1.00	44. Alaska 500 A.....	4.30
12. Ky 510 AG & AJ..	.75	28. Wash 720 A.....	1.00	45. Ky 510 BE.....	No bid
13. NY 945 F.....	.25	29. Wash 720 A(thin)	1.00	46. Ky 510 BD.....	.30
14. Ohio 230 L.....	.30	30. Calif 100 C.....	.50	47. Iowa 150 B.....	1.85
15. Ohio 440 C.....	.85	31. Idaho 440 I.....	.37	48. 25 diff. US (South).	2.55
16. Okla 610 B.....	.30	32. Idaho 100 K.....	.20	49. 25 diff. 16mm US....	2.55
17. Pa 480 B.....	1.30	33. Pa 165 A.....	.20	50. 25 diff. US mixed...	2.60

The prices realized for many of the tokens in this auction are astoundingly high. The #0 130 C brought \$1.65, yet an ad appears in this very issue offering that same token for only \$1.00! The tokens either known or thought to be rare pulled amazingly high prices, as usual. Lots 4, 5, and 6 brought far above Atwood although most collectors who have been active over a year have these tokens. The red cell of Lancaster, Ohio, appearing twice in this auction, brought prices far above anything expected. That token is quite common, and 25¢ is approximately what it is worth; the fact that it is a cell makes it appear particularly appealing to the newer collectors among us, I suppose. And the one that brought \$1.50 had a slight flaw in it to boot! Lot 16 brought an appropriately reduced price, and Lot 19's price shows that that token is heading toward the price which belongs to it. The rarest single token in the auction, Alaska 500 A, brought the highest price for a single token, in this case being over four times Atwood! All in all, I should say that these prices indicate that our hobby is in a healthy, dynamic, and active condition. Collectors are still eager to get good tokens for their collections, regardless of the official valuation in the Check List. Good tokens bring good prices!

This issue will be mailed about five days late, in order that this list of prices realized may be included. I hope that collectors agree with me that the short delay was well worth while.

NEW MEMBERS OF THE AMERICAN VECTURIST ASSOCIATION

92. A. R. Sparks (**)	1022 Rebecca Avenue	Wilkinsburg, Pennsylvania
93. David H. Smith (**)	312 Vardaman Street	Jackson 14, Mississippi
94. R. K. Moulton (*)	150 Michigan Avenue	Detroit 26, Michigan
95. Morton H. Dawson (**)	146 Loomis Drive	West Hartford, Connecticut

The following Propositions have been approved by the Executive Board of the American Vecturist Association:

PROPOSITION 14. Proposed that the next meeting of American Vecturist Assn. be held in Pittsburgh on April 22, 1950, at 12:00 Noon at such place as may be decided by the members of the A.V.A. residing in that vicinity.

PROPOSITION 15. Proposed that the thanks of the American Vecturist Association be extended to John M. Coffee, Jr., for his splendid efforts in editing and publishing The Fare Box.

PROPOSITION 17. Proposed that if sufficient material be submitted for such purpose, sealed mailed-bid auctions be held at future meetings of A.V.A. upon terms to be provided in a set of auction rules, which will not become effective until approved by the Board.

No comment is necessary on Proposition 14; none will be given on Proposition 15. But Proposition 17 is important. It is hoped that the Association will be able to hold mail auctions regularly. Members are invited to submit material to the President, Max M. Schwartz - 134 West 58th St. - New York 19, N.Y., for this auction. The Association will keep a 10% commission from the proceeds. At this time, only items listed at \$1.00 or over by Atwood's latest valuations are solicited for the auctions. At the appropriate time, the lots will be listed in The Fare Box, and members may send in their bids. These auctions will be an excellent place both to dispose of excess material for the top prices and to obtain high class tokens for the collection. Some collectors will pay quite a lot for particular rare tokens, so if you want to get the top price for your rare duplicates, this seems to be the opportunity. For further details write Mr. Schwartz.

Lately some collectors have suggested that entire state revisions be published in The Fare Box. Because of the cost involved in the extra large issues which would be necessitated by doing this, however, the Executive Board of the A.V.A. have taken the position that it is the proper province of The Fare Box to keep collectors advised of new issues, price revisions, listing of foreign countries not heretofore published, etc. It is not the province of these columns to print revisions of entire states which are already in published form.

Collectors will be able to keep their Check Lists entirely up to date by copying the supplements and new material as it is printed in The Fare Box. Printing of entire state revisions involves the relisting of an immense amount of material which has already been published. This would be an extravagance both on the part of the Association's already depleted treasury and the Editor's time and energy--neither of which, I regret to say, is limitless.

There is an interesting new token now used in Topeka. It went into service on February 17, 1950. All old Topeka tokens are being retired as fast as they come in. The new token is described as follows: Bz 16 Sd Topeka Transportation Co., Inc. One Fare/Handy McToken Says Ride The Bus. "Handy McToken", whose picture also appears on the reverse of the token, is a sort of personification of everything that is good in the transit business.

- Frank C. Greene

REPORT FROM THE SECRETARY

Greetings. First, I would like to take this means, on behalf of Mr. Floyd Barnett and myself, to thank the many vecturists who sent us cards and letters of thanks and praise for the supplement list we sent out. It was indeed gratifying to know that they met with your approval and we are very happy to have helped the hobby with our time and expense.

I am very glad to report that only fourteen members failed to pay their 1950 dues. The Executive Board have for their approval the names of four new applicants for membership (listed in this issue), and in addition I have two other applications received in the past week.

- E. L. Kimmons
521 E. Live Oak Street
Austin 22, Texas

FROM HORSE-POWER TO HORSEPOWER

By Corinne M. Black

Although the city fathers of 1874 wanted a street railway for Pueblo it was not until 1879 that Pueblo ladies lifted their dust sweeping skirts from the streets to enter the horse-drawn streetcar and ride to town for the fare of 10¢. In 1874, citizens of Pueblo watched the laying of the first track, later to flock to watch the first horsecar sway dizzily along the tracks and to see progress in its stride. This first track was narrow gauge, with 16-pound type rails that set but 2 inches or so above the short ties.

One terminal of the line was situated at what is now Fifth and Santa Fe--the Fourth and Main Streets of that day--while the other end of the line terminated on West B Street in front of the present site of Pueblo's Union Station. At B and Union today, the roadbed of Pueblo's first tramway lies 17 feet under the surface of the street. When the tracks for the electric cars were laid, the old ones were left in the street. They gradually became covered with debris and silt and finally the street was raised and paved, the viaduct built, and the tiny track was lost to all but memory. The organizers of the company which gave Pueblo its first tramway were Billy Moore, J. B. Orman, Isaac W. Hill, Jim Calile, and J. O. Jordan. J. T. Clark became manager of the company.

But the horsecars stayed on the streets until 1890. On June 6 of that year electric cars began running in Pueblo, the second city west of the Mississippi to adopt electric cars. The first city was Topeka, Kansas. In fact, Pueblo had electric cars before Washington, D.C.; New York City; Chicago; or Boston. At 9:30 AM on June 6, 1890, the handsome car "Minnequa" started off on its first run with a large party of gentlemen interested in this achievement of modern magic. They were taken out to Lake Minnequa and brought back at the amazing speed of about 12 miles per hour. All day crowds stood at the terminal of the line curious to see a car actually run by electricity. Regular passenger service began on June 12. The car ran from Union and Evans Streets to Lake Minnequa. And so began a new era for Pueblo's street transportation. The Pueblo Electric Street Ry. Co. branched out into the electric light business and eventually merged as the Arkansas Valley R. L. & P. Co. Southern Colorado Power Co. bought the Arkansas Valley interests and changed over from trolleys to buses in November, 1947. And on March 10, 1949, Southern Colorado Power Co. sold their transportation system to the Pueblo Transit Co; and thus once again the always dependable streetcars have been shoved into the discard.

(This story was brought out due to our having found an old token from Pueblo--COLO 760 O. This token was given to me by a woman 65 years old, and it belonged to her father-in-law who, in turn, obtained the token from Judge Lindsay while visiting in Colorado. -C.M.B.)

REPORT NEW ISSUES TO ROLAND C. ATWOOD - P.O. BOX 621 - HOLLYWOOD 28, CALIFORNIA -Ed.

Supplement to the National Check and Premium List
MINNESOTA

by Roland C. Atwood

Columbia Heights 180, (Reported by Kenneth Snyder)

B Bz / 23 Bar C. T. C. P. B. L. (bus) 0.15
Commutation Value Park Bus Line Columbia Transit (shades)

(Hibbing)

Virginia 900 (Reported by F. O. Barnett)

B B / 20 Bar Mesaba Transportation Co. (bus) 0.10
Good For One City Fare (bus)

Supplement to The National Check & Premium List

By Roland C. Atwood

ALABAMA

Montgomery 570 (reported by A. D. Jordan, Jr.)
E WM 23 Bar Montgomery City Lines, Inc. (bus) \$0.10
Good For One Fare (bus)

GEORGIA

Rome 750 (information supplied by J. M. Coffee, Jr.)
B - Add "octagonal" after obverse inscription.

INDIANA

Fort Wayne 290 (reported by Edgar Levy)
C B 16 Bar Fort Wayne Transit Good For One City Fare (emblem) .10
(same as obverse)

MISSISSIPPI

Vicksburg 900 (R.C.A.)
L o WM 23 Bar Vicksburg Lt. & Tr. Co. Childs .15
Good For One Fare Childs

NEW YORK

Syracuse 875 (reported by T. F. Williamson)
K Bz 16 S-sc Syracuse Transit Corporation .10
Good For One City Fare
L Z 16 S-sc Syracuse Transit Corporation (bronze-plated) .10
Good For One City Fare
M WM 16 S-sc Syracuse Transit Corporation (bronze-plated) .10
Good For One City Fare
N WM 16 Sd Syracuse Transit Corporation S (bronze-plated) .10
Good For One City Fare S
O WM 16 S Syracuse Lines N.Y.S. Rys. (bronze-plated) .10
Good For One City Fare
P Z 16 Sd Syracuse Transit Corporation S (bronze-plated) .10
Good For One City Fare S
Q B 16 S-sc Syracuse Transit Corporation (bronze-plated) .10
Good For One City Fare

TENNESSEE

Memphis 600 (reported by E. L. Tomberlin)
L WM 23 Bar Transports, Inc. (bus) .35
Good For One Fare (bus)

UNIDENTIFIED (reported by Ralph Winant) (reverse inscription not reported)
41. B 26 Ch Donkin Bus Service .10
?

SWEDEN

(name of city not supplied) 350 (reported by C. J. Cook)
AB B 19 Ch Halsenborgs Stads Sparvagar Pollett För Vuxen .20
Forsakra Flygia Grondat 1881
(name of city not supplied) 850 (reported by C. J. Cook)
O Z 20 Sd Sundsvalls Sparvagar A. B. Ssab (sc) .20
(blank)

GERMANY

Chemnitz (?) 175 (reported by E. L. Kimmons)
G A 27 Sd Strassenbahn Chemnitz (car) .20
10
Dobelin (?) 225 (reported by E. L. Kimmons)
C Z 20 Sd Strassenbahn Dobelin 10 .20
10

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CORRECTIONS

To Kimmons' Check List Supplement: PAGE 1 - Add (bus) to reverse of Ala 120 I; make Ala 220 I, J read "Decatur Transit Alabama" and K read "Decatur City Lines, Alabama." Make Ark 150 A and B read "Good For 1 Fare" and rev. read "Drummers Check". Make Cal 985 read 24mm. PAGE 4 - Scratch off Michigan City, Ind. 610 F, no such listing. On Iowa 300 G, scratch "So", it should read "50", and reverse starts with "Only One of These" etc. On Springfield Ill 795, reverse should read "Good For One Fare." PAGE 5 - Change Pikeville, Ky 710 A to read 18mm. PAGE 6 - Scratch out MINN 540 T, this also listed at top of page 7. PAGE 8 - The New York token to delete is 10 A. PAGE 9 - To N.D. 260 G, add Fargo, N.D. PAGE 10 - Okla 810 B should read Bz; add (oc) to Ore 420 A. PAGE 11 - Pa 400 C should read 28mm. PAGE 12 - Tex 985 B is the token misspelled. PAGE 13 - Va 620 O should read "Maitland Bros." PAGE 14 - Wisc 870 A is brass; B is aluminum. PAGE 15 - This list should have been out in 1949, therefore "this" summer in my letter should now read "last." On Levy's corrections - Ariz 90 E should be 80 E; Minn 760 I is deleted. N.C. 280 A,B,C,D - Mr. Atwood and Mr. Charlie Lamb stopped at this city two years ago, checked, and found these tokens were OK as listed--old ones, Mr. Peebles has one in his collection. (FB Editor's note: I have discovered from two different independent sources that there definitely was a bus line operated by J. P. Lucas, a colored gentleman, back in the 1920's. The line operated between Suffolk and Carolina points. -jmc). Fellows, I missed listing one from my own state, so add to Texas: Sherman 840 A WM 16 Bar City Transit System Sherman-Denison (bus)/ Good For One Fare (bus). The North Olmsted, Ohio, tokens are lettered A thru F in the same order as listed in the October Fare Box; the city number for N. Olmsted is 660. Mr. Harper, one of our new members from this city, informed me there was no listing of that Kittanning Bridge Co. token, so add to Pa.- Kittanning 515 A o Vi 24 Sd Kittanning Bridge Co. Good For One Passenger/(blank). Mr. Harper also informed me that Maine 710 A, listed as 23mm., only measures 21mm. I trust these lists will be helpful to you, but would like to suggest that you order the eight states of replacements--makes your List neat and up to date. Fraternally yours, E. L. Kimmons - 521 E. Live Oak Street - Austin 22, Texas

To The National Check & Premium List: Alaska 450 J, the obverse should read "Herring Cove Transit Ketchikan, Alaska" (not Kodiak AAA). Delete last month's listing of MINN 900 B. This token should be listed under HIBBING as MINN 380 A. On Cal 575 N, the reverse should read "Good For One Local Fare K". There are two varieties of OHIO 475 ZL--those with dots and those without dots on the reverse. The new Pittsburgh tokens sell at 5 for 60¢, so a 10¢ price on them is unreasonable.

To Previous Issues of The Fare Box: Page 14 of January issue, the note "bottom of page 13" it reads "Spokane Wash 880 K", this should read TACOMA Wash 880 K. In the Check List supplement of last month (Feb.) the correct obverse of the Mt. Vernon, Wash., token reads "City Transit Mount Vernon" -- not "Mt. Vernon".

Miscellaneous: The correct reverse of OHIO 590 A (Mt. Vernon) reads "Take Your Outing at Lake Hiawather Park (Indian Head)", and not "Hiawatha". At least the spelling error appears on the one in my collection, and there aren't more than 2 or 3 of the tokens out. As has been said before but not heeded, the actual size of CONN 305 G and H is 19mm., not 18mm. Delete Washington DC 500 E, there is no such animal, although there are slight shade varieties of D which are of no consequence. DC 500 P is not solid brass, it is brass plated, but the brass plating is distinctly different from the recent bronze and copper platings. The correct reverse of TENN 375 A reads "Good For 5¢ Fare"--there is no "one" involved as stated in the Check List. Add "1/2" after the reverse inscription of NC 660 A. Maybe I'm wrong, but my guess is that NY 810 B should read "ball" and not "bar." ARK 435 C is not obsolete. As was said before, add the word "Georgia" to the obverse of GA 270 A. The following tokens, listed as current in The List, are now known to be obsolete: Ala 240 A; Ala 800 A,B,C; Ark 480 F thru Q; Calif 100 C; Calif 650 A; Colo 260 E thru L; Colo 760 A thru F; Conn 290 F to I; Conn 305 D,E,F; Del 900 E,F; Idaho 440 B to I; Idaho 580 A; Ill 238 A,B,C; Ill 795 K,L,M,N; Kans 40 E,F; Kans 940 C to K; Kans 970 B. More of these next month. If you know of any I've skipped so far, let me know.

Check List of Foreign Transportation Tokens

1950

SCOTLAND (continued)

GLASGOW 450 (continued)				
B o Brass	38 Sd	Glasgow & Liverpool Royal Steam Packet Co. Glasgow to Liverpool Dock If This Ticket be lost The Fare Must Be Paid Over Again		.31.00
C o Green	22 Sd	GLASGOW CORPORATION TRANSPORT (ARMS)		
GREENOCK 500		1/2 D.		
A o V-lt.green	23 Sd	G & P. G. Tramway Coy. (trademark) 1/2d.		.20
B o C-cream	21 Sd	G & P. G. Tramway Coy. (trademark) 1/2d.		.20
C o F-black	22 Sd	G & P. G. Tramway Coy. (trademark) 1/2d.		.20
D o C-blu green	22 Sd	G & P. G. Tramway Coy. (trademark) 1d.		.20
E o F-dk.brown	22 Sd	G & P. G. Tramway Coy. (trademark) 1d.		.20
F o V-green	22 Sd	G & P. G. Tramway Coy. (trademark) 1/2d.		.20
G o Brass	22 Sd	Railway Coach Office James Orr Greenock (omnibus)		1.00
H o C-lt. blue	22 Sd	Greenock G.P.O. (crown) G.R. G.P.O. (crown)		.25
I o Copper	22 Sd	Murray Greenock (omnibus) Fare - Two Pence (crown and wreath)		1.00
HAMILTON 550				
A o Brass	40 Ch	Hamilton Home and abroad Third Class		1.00
B o Brass	40 Ch	Third Class - Sixpence (blank)		1.00
HELENSBURGH 600				
A o Copper	0v Sd	Helensburgh and Gareloch Steamers Return Ticket Available Only on the Day of Issue or the Day Following		1.00
B o Nickel	23 Sd	(obverse and reverse the same as A)		1.00
C o Copper	Sq Sd	(obverse and reverse the same as A)		1.00
D o Copper	23 Sd	(obverse and reverse the same as A)		1.00
KILMARNOCK 650				
A o C-white	22 Sd	Kilmarnock Corporation Tramways (arms) 1/2d.		.20
B o C-red	22 Sd	Kilmarnock Corporation Tramways (arms) 1d.		.20
LEVAN 700				
A o Copper	36 Sd	Levan B or Largo Ferry Cabin No.- (blank)	3.50	£1.00
B o Copper	36 Sd	Levan B or Largo Ferry Cabin No.- S.G. (blank)	3.50	£1.00
C o Copper	36 Sd	Levan B or Largo Ferry Steerage No. (blank)	3.50	£1.00
MOTHERWELL 750				
A o C-cream	22 Sd	The Lanarkshire Tramways Co. Motherwell 1903 (car) 1/2d.		.20
B o C-white	22 Sd	The Lanarkshire Tramways Co. Motherwell 1903 (car) 1/2d.		.20

MOTHERWELL 750 (continued)

C	C-red	22 Sd	The Larnarkshire Tramways Co. Motherwell 1903 (car) 1d.	\$0.20
D	C-lt.blue	22 Sd	The Larnarkshire Tramways Co. Motherwell 1903 (car) 1½d.	.20
E	C-dk.blue	22 Sd	The Larnarkshire Tramways Co. Motherwell 1903 (car) 1½d.	.20
F	C-orange	22 Sd	The Larnarkshire Tramways Co. Motherwell 1903 (car) 1d.	.20

RATHMINES 800

A	o Silver	16 Sd	Rathmines Association (head of Queen) To or From Rathmines 18 4 49	1.00
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ROTHESAY 850

A	o Zinc	25 Sd	P.O. Telegraph Messengers Token (crown) (same as obverse)	1.00
B	o Zinc	26 Sd	P.O. Telegraph Messengers Token (crown) (same as obverse)	1.00
C	o Zinc	31 Sd	P.O. Telegraph Messengers Token (crown) (same as obverse)	1.00
D	o C-red	22 Sd	G P O (crown) (same as obverse)	.20
E	o C-red	22 Sd	Rothesay E R G.P. (crown)	.20

WENYSS 900

A	C-white	22 Sd	The Wenyss & District Tramways Co. Ltd. (arms) 1d.	.20
B	C-lt.green	22 Sd	The Wenyss & District Tramways Co. Ltd. (arms) 1½d.	.20

WALES

ABERDARE 50

A	o C-dk.blue	25 Sd	aberdare Urban District Council 1d.	.20
B	o C-blue	25 Sd	aberdare Urban District Council 1d.	.20
C	C-green	22 Sd	aberdare Tramways ATC 1d.	.20
D	C-red	22 Sd	Aberdare Tramways ATC 1½d.	.20

CARDIFF 300

A	o Brass	23 Sd	E. L. Finner, Cardiff Loch Ferry (blank)	1.00
B	o Brass	25 Sd	T. Price Docks Cardiff 3d. (blank)	1.00

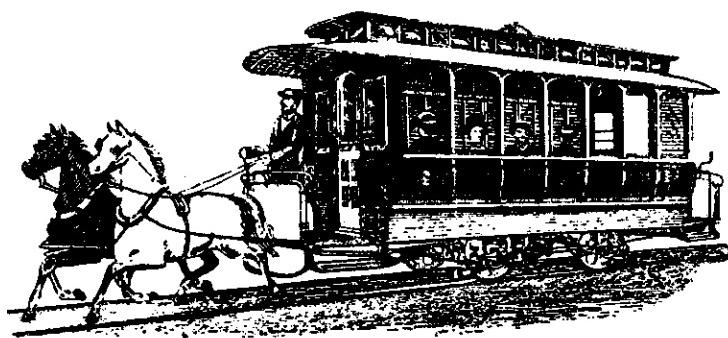
DOWLAIIS 300

A	Brass	34 Sd	Dowlais Iron Co. Railway Pass	1.00
B	Brass	34 Ch	Dowlais Iron Co. (numerals) Railway Pass	1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 4

APRIL, 1950

NUMBER 4

The April issue is arriving about 5 days late, for several reasons. The Editor has been on a short vacation in Maine and has been deluged with work since his return. In addition to this, the old stationery has been exhausted and it has been necessary to have some more printed--which operation required, first, the acquisition of the cuts, and then about a week for the actual printing to be accomplished. I doubt if there will be any more such delays on future issues, and I sincerely apologize for this one.

There are still quite a few collectors, many of whom possess collections of considerable proportions, who have failed to prepare want-lists. A want-list is simply a complete list of all transportation tokens needed in your collection, by Atwood numbers. Of course preparing one involves several hours of your time, depending on the size of your collection. But I can assure you that those hours are well spent. Mailing out your want-list to about 30 collectors is just about the fastest method of increasing the size of your collection imaginable. You can get the names and addresses of about 80 token collectors in this issue, and I believe every one of them is anxious to trade tokens and correspond with other collectors. If you exchange want-lists with those you are corresponding with, each of you will know exactly what tokens the other needs, and a lot of unnecessary correspondence and time is thus saved. The best idea is to have it mimeographed on standard size paper. The cost of the stencils is about 20¢ each, and it will cost less than \$2 to have a duplicating service run off about 75 copies for you.

Of course, in order to maintain successful trading with other collectors it is generally necessary to have some duplicates yourself. (Although a number of collectors are willing to sell their commoner duplicates for cash to new collectors). To get duplicates, as well as a lot more tokens for your own collection, try visiting the local transit companies. They generally get "odd" tokens through their fare boxes (whether or not they use tokens themselves) which they put aside, and are more than willing to sell them to collectors at the regular fare rates. In addition to this, you can write transit companies and enclose about 25¢ and a stamped, self-addressed envelope. Most companies are cooperative and some of them have old obsolete tokens which they will be glad to send along if asked. A street address is rarely necessary when addressing your request; nearly everyone knows where the local bus company's office is--so you can get the names of companies and the correct city right from your Atwood list. Another source is the Transit Token Exchange - 32 Westernview Street - Springfield 8, Mass. Write them for details, and be sure to enclose return postage.

The Fare Box still needs stories of transportation companies--that is, companies which have used tokens. At the present, stories about one-half page in length are needed most--but we appreciate anything sent in pertaining to tokens. Remember, The Fare Box is your news-letter, so contribute as much and as often as possible.

WANTED - Mich 935 B, D, and E. Offer \$1 each.
F. M. Church 700 Seward Avenue Detroit 2, Michigan
WILL PAY double Atwood for NY 780 B and C. Write
Floyd L. Johnson 964 Whittier Road Spencerport, N.Y.
WILL TRADE: 400 different South and Central America stamps, mounted, for 50 tokens. 1,000 different Europe, mounted, for 75 tokens. 650 U.S., used stamps, mounted in singles & blocks, for 100 tokens. Will accept any kind of tokens, not necessarily all different. Stamps are in excellent condition.
Chris J. Cook 2105 Fourth Court Cuyahoga Falls, Ohio
GET ACQUAINTED OFFER - 2 Hunter-Clarkson (Santa Fe); El Reno, Okla., and Rockland, Maine. List 70¢...all for 50¢. HIGHEST BID TAKES MY SALINA, KANSAS, HORSECAR.
W. A. Whitfield 110 California Street Albuquerque, New Mexico
HIGHEST BID TAKES IT - Halifax, Nova Scotia (Canada) 450 A, in beautiful condition. Lists at 50¢, Atwood. Once this token was considered a real rarity and brought up to \$25 in auctions, but since has been discovered in quantity. What am I bid in cash or U.S. fare tokens? Will give it to the highest bidder.
John M. Coffee, Jr. P.O. Box 334 New Haven 2, Connecticut

NEW TOKEN FOR PORT TOWNSEND, WASHINGTON
By Paul Fouts

On October 1, 1949, the famous old Puget Sound town of Port Townsend, Wash., had city transportation after a lapse of half a century. Once they had three trolley companies but that was long ago when there were dreams of becoming the railroad terminus of the West. The boom was on and the city limits were pushed out into the forest like another Los Angeles. Being the U.S. Port of Entry, they had the Customs and emigration stations and things did look rosy. But Seattle got the railroad and later the Port of Entry, Customs, and all. They even got some of their trolley equipment to start their own first trolley lines. The roof fell in on little old Port Townsend. Buildings went unpainted, people moved away, the forest crept closer and the town went to sleep. The only "outside" money was from the few soldiers at the nearby Fort Worden.

However things are looking brighter now and this summer they will celebrate their Centennial with lots of Whoopie. In fact, things look good enough for Mr. H. J. Carroll to get enough money together to finance a city bus line. Across the Sound, the Everett City Lines had some Yellow Coaches for sale cheap and two of these were purchased to start with. Once again Port Townsendites can ride in style, such as it is.

One of the first things Carroll did was to purchase Johnson Fare Boxes and 2,500 tokens. They are good looking tokens, too. Twenty-three millimeters diameter of shiny brass with a bus on the center bar. One side says "Townsend Transit" and the other says "Good For One Fare". Why the Port was left off I do not know. The fare is 15¢ or one adult token.

When told that they would be written up in The Fare Box, Mr. Carroll balked at the thought of being bothered with requests for tokens. To make it easy for collectors, just write to the Seattle Transportation Token Club - 609 Peoples Bldg., Seattle 1, Washington. Enclose 20¢ and a self-addressed stamped envelope and one will be sent to you. Address your request to "Townsend Token."

SPECIAL OFFER TO MEMBERS DURING APRIL

Any member of The American Vecturist Association in good standing who writes me that he has an Atwood Check List, but who wants another copy for the purpose of re-entering his collection, can obtain it, complete with all eight revisions and Canada, for \$3.00, prepaid, postpaid (instead of \$4.25 which is the usual price). Offer expires April 30, 1950. Don't delay as number of copies on hand is limited.
MAX M. SCHWARTZ - 134 WEST 58th STREET - NEW YORK 19, N.Y.

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Curator (1949).....	Felton W. Smith

(Messrs. Schwartz and Williamson are serving their second terms in their offices)

APRIL MEETING IN PITTSBURGH

Through the courtesy of Mr. and Mrs. William L. Black, arrangements have been completed to hold the next meeting of the American Vecturist Association on Saturday, April 22, 1950, at 12:00 Noon, at the William Penn Hotel, Pittsburgh, Pa., in Parlor D, 17th Floor. The Blacks, Bartley, and Mackie, all promise to make your visit in Pittsburgh most enjoyable. All members who can do so are urged to attend. Here is an excellent opportunity to meet your fellow vecturists in person, and perhaps acquire a few of those fare tokens you still need. It is suggested that you make your own hotel arrangements if necessary.

THE PITTSBURGH ELECTRIC RAILWAY CLUB welcomes the A.V.A. to Pittsburgh on April 22, and will be glad to try to render any services requested.

- Harry C. Bartley (AVA 46) President
John M. Mackie, Jr. (AVA 65) Member.

Supplement to The National Check & Premium List

By Roland C. Atwood

CONNECTICUT

New Haven 305 (reported by Max M. Schwartz)
 I Bz 23 Bar Orange Street Bus Line Corp. (bus) \$0.10
 Good For One Fare (bus)

GEORGIA

Columbus 240 (reported by A. D. Jordan, Jr.)
 G WM 16 Sd Bibb Transit Company B .10
 Good For One Fare B

INDIANA

Gary 330 (reported by Quincy A. Laflin)
 E B 23 Bar Chicago & Calumet District Transit Co. Inc. (bus) .15
 Good For One Fare (bus)

KANSAS

Manhattan 600 (reported by Frank Greene)
 D Bz 16 M Manhattan Transit, Inc. .10
 Good For One Fare

Topeka 940 (reported by Charles Houser)
 L Bz 16 2-pe Topeka Transportation Co. Inc. One Fare .10
 Handy McToken Says Ride The Bus (cartoon of face)

MARYLAND

Cumberland 380 (reported by Paul Ginther)
 A WM 16 Bar Cumberland Transit Lines Cumb. Md. CTL .10
 Good For One Fare CTL
 B Bz 23 Bar Cumberland Transit Lines Cumb. Md. CTL .10
 Good For One School Fare CTL

NORTH CAROLINA

Roanoke Rapids 680 (reported by Frank Greene)
 A WM 16 Ball Roanoke Transit N.C. R .10
 Good For One Fare R

PENNSYLVANIA

Jeanette 485 (reported by William L. Black)
 A B 19 Sd Lincoln Coach Lines L .10
 Good For One Zone Fare L
 Johnstown 495 (reported by J. M. Coffee, Jr.)
 O o Cw 23 Ch Johnstown Passenger Ry. Co. 2.00
 Main Line

SOUTH CAROLINA

Charleston 240 (reported by Frank Greene)
 B B 16 Sq S.C. Power Co. Charleston SCPC .10
 Good For One Fare SCPC

TENNESSEE

Knoxville 430 (R.C.A.)
 T Bz 20 Ch Knoxville Transit Lines 1948 .10
 Good For One School Fare
 U B 19 K Knoxville Transit Lines 1944 .10
 Good For One Fare

WASHINGTON

Stanwood 850 (reported by Hal J. Daggett)
 A o A 28 Sd Return Fare J. W. Hall (sc) ?
 H (all letters incuse)

MINNESOTA

Minneapolis 540 (reported by Floyd D. Barnett)
V B 20 R Minneapolis & Suburban Bus Co.
(Richfield) Good For One Fare

\$0.20

UNIDENTIFIED (reported by Floyd D. Barnett)
42. Bz 16 Bar Harvel Motor Coach Co. (bus)
Good For One Fare (bus)

.10

CORRECTIONS TO NATIONAL CHECK & PREMIUM LIST

By Roland C. Atwood

Alabama 560 K is solid; not Ch (RCA). Georgia 270 A - obverse should read C & O St. Ry. Covington Georgia (Coffee). Mississippi 360 A should read Good For School Fare M on reverse (Harper). Mississippi 460 E is Bz; 460 I is Brass (RCA). Mo 440 M - should read on reverse J. A. Harder Treas. Half Fare KC (Kimmoms). Ohio 475 ZL - comes in 2 varieties, dots and no dots on reverse (Cook). Ohio 995 A should read C. N. & Z. El. Ry. Co. Zanesville Ohio (Harper). Pa 765 Q - should be Ch, not Sd (Coffee). Wash 300 F and G should read Good For One Fare on reverse (Harper). Wash 580 A - obverse should read City Transit Mount Vernon (not Mt.) (RCA).

THE MT. LOWE TOKENS
By Roland C. Atwood

In 1932, Mr. John A. Clegg started a $1\frac{1}{2}$ mile scenic railway (running from the Pacific Electric Railway Inn, on top of Mt. Lowe, to Promontory Point and on around the edge of the mountain). It was used as a scenic railway for tourists. He used one car, drawn by a mule; the ride was 35¢ round trip, or 4 tokens for \$1.00. Mr. Clegg called it the "O. M. & M. System" (one man and a mule).

When the Inn burned down in 1936 he had to discontinue as the Pacific Electric tore up their incline plane tracks; so it went back to the wilderness around the old hotel site. He had his room in the hotel and lost all the tokens that were there in his room, but had a few unused ones at his home in Pasadena left. The writer rode on this railway in 1932. The track was narrow gauge ($2\frac{1}{2}$ feet) and the car carried 14 passengers lengthwise back to back, 7 on a side. The car was open on the sides but had a top on it. He sold photos of it at 5¢ each, one of which I bought and gave to a local collector in 1932.

PEEBLES COLLECTION SOLD

D. M. Peebles, Jr., of Washington, D.C., is now in the process of breaking up his excellent collection of United States transportation tokens and selling them. Mr. Peebles was a charter member of the American Vecturist Association, and co-Editor of The Fare Box from January to September, 1949.

Peebles began collecting transportation tokens in December, 1942. About a year later he disposed of his then small collection, but in December, 1947, he started in again and accumulated about 2,600 varieties (all U.S.) and about 2,000 duplicates. Probably the most notable token in his collection was the Reel Cab token of Des Moines, Iowa (IA 300 G), of which only one is known to exist.

He has been one of the most active of transportation token collectors, and I have known few persons who could equal him in energy when it came to unearthing old tokens.

The loss of such active collectors as Peebles, Cooper, Koller, Hammond, Zakor, Morganthau, should drive home to collectors the crucial importance of introducing new blood into our hobby. We must always be on the lookout for potential new collectors. There are thousands of them who would be interested in The Fare Box and AVA if they knew of their existence--especially transit employees.

<u>A LIST OF FOREIGN TRANSPORTATION TOKENS</u>				<u>1950</u>
<u>WALES (continued)</u>				
PONTYPRIDD 800				
A o Aluminum	27 Sd	Pontypridd Tramways (design) 1½d.		.50
B o Aluminum	0e Sd	Pontypridd Tramways (design) 2d.		.50
C o Aluminum	0v Sd	Pontypridd Tramways (design) 2½d.		.50
D o Aluminum	22 Sd	Pontypridd Council Transport 1d.		1.00
SWANSEA 850				
A o Brass	27 Sd	Swansea Harbour Trust Bridge Tolls (arms and motto)		1.00
B o Brass	33 Sd	United 2/6 (blank)		1.00
C o Brass	29 Sd	The South Wales Transport Co. Ltd. 2½d. County Borough of Swansea Police		1.00
<hr/>				
<u>IRELAND</u>				
<hr/>				
ATHUNKARD 50				
A o Copper	22 Sd	Athunkard Bridge Tolls Caswell & Atkinson Caswell & Atkinson (gate)		1.00
BELFAST 150				
A o Aluminum	29 Sd	B.C.T. (incuse) (2 var.) (block & reg. letters) H & W (Harland & Wolff Shipyards)		.20
B o C-red	28 Sd	Belfast City Tramways Abercorn Basin and Queen's Road Terminus		.20
C o C-pink	22 Sd	Harland & Wolff Ltd. Belfast (obverse same as B)		.25
D o C-red	22 Sd	Official Token (obverse and reverse same as C)		.25
E o C-lt. brown	22 Sd	(obverse and reverse same as C)		.25
F o C-green	22 Sd	(obverse and reverse same as C)		.25
G o C-lt. blue	22 Sd	Belfast City Tramways (arms) 1d.		.20
H o C-pink	25 Sd	Belfast City Tramways (arms) ½d.		.20
I o C-lt. blue	25 Sd	Belfast City Tramways (arms) 1d.		.20
J o C-red	25 Sd	Belfast City Tramways (arms) 1½d.		.20
K o C-lemon	25 Sd	Belfast City Tramways (arms) 2d.		.20
L o C-black	25 Sd	Belfast City Tramways (arms) 3d.		.20
M o C-green	22 Sd	Belfast City Tramways (arms) G.P.O. Official Token		.20
N o F-lt. brown	25 Sd	Belfast City Tramways 1½d. R.I.C. Official Token		.20
O o F-gray	25 Sd	Belfast City Tramways 1d. R.I.C. Official Token		.20
P o C-blue	22 Sd	Belfast City Tramways (arms) 1d.		1.00
Q o F-brown	22 Sd	Special Fare Belfast Tramways H.M.F. His Majesty's Forces		.50

BELFAST	150	(continued)		
R o F-brown	22 Sd	Belfast City Tramways $\frac{1}{2}$ H.M.F. 896 Official Token		\$0.25
S o F-brown	25 Sd	Belfast City Tramways 1 $\frac{1}{2}$ d. Workmans J. Clark Ltd. Engine Works		.25
T C-blue	22 Sd	Belfast Corporation Transport (arms) 1d.		.20

CORK	200			
A C-orange	22 Sd	Cork Electric Tramways & Lighting Co. Ltd. Station Bene Fide Carinis 1897 (car)		.20
		1d.		
B C-red	22 Sd	(obverse and reverse same as A)		.20
C C-lt.green	22 Sd	(obverse and reverse same as A)		.20
D C-dk.green	22 Sd	(obverse and reverse same as A)		.20

DUBLIN	300			
A o White metal	21 Sd	Dublin & Kingston Railway (engine) Second Class Token (wreath)		1.00
B o Copper	0c Sd	Ts. Flood & Son Omnibus Shamrock (omnibus)		1.00
C o Lead	0v Sd	(blank) ("Shamrock" is incuse, on side of omnibus) City of Dublin Steam Packet Compy. 15 Eden Quay (boat) (blank)		1.00

ENGLAND

ACCINGTTON	10			
A o White Metal	31 Sd	Accrington Corporation Steam Tramways Co. Accrington Haslington 3d.		2.00
		(blank)		
B o Brass	31 Sd	(obverse and reverse same as A)		2.00
C o Brass	31 Sd	(obverse same as A) (circular ring away from edge)		2.00

BARROW	15			
A C-black	22 Sd	Barrow - in - Furness Corporation Tramways Postmen Only		.25
B C-yellow	22 Sd	Barrow - in - Furness Corporation Tramways Postmen Only		.25
C C-green	22 Sd	Barrow - in - Furness Corporation Tramways Postmen Only		.25

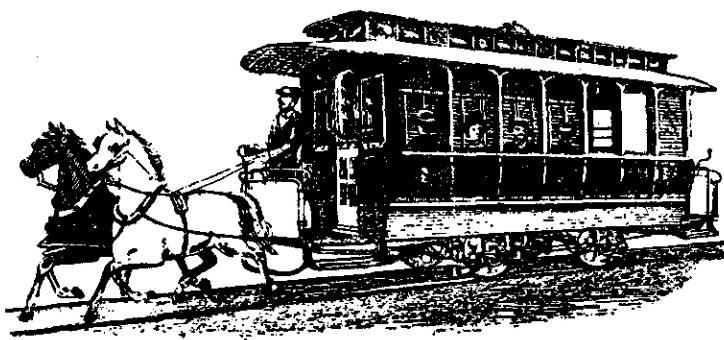
BATH	20			
A o Brass	26 Sd	Bath Electric Tramways Ltd. 1d.		.50
B V-lt.brown	24 Sd	Bath Electric Tramways Ltd. 1d. Jas. A. Brown Advertising Agent Hill Rd. Weston-Super-Mare		.50

BIRKENHEAD	30			
A o Brass	0v Sd	Birkenhead Street Railway Co. Limited Train's Patent (horsecar and arch)		1.00
B o Brass	0b Sd	Yearly Contractor Birkenhead Ferry 1869 No.- Not Transferable. To be shewn When Required		1.00
C o Bronze	0b Pe	Yearly Contractor Birkenhead Ferry 1869 No.- Not Transferable & To Be Shewn When Required		1.00
D o Bronze	Dd Pe	Yearly Contractor Birkenhead Ferry 1868 No.- Not Transferable & To Be Shewn When Required		1.00
E o Bronze	Sh Pe	Yearly Contractor. B'Head Ferry 1866 No.- Not Transferable & To Be Shewn When Required		1.00

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Editor
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VOLUME 4

MAY, 1950

NUMBER 5

On Friday, June 2, 1950, the Editor of The Fare Box will leave New Haven for his home town of Tacoma, Washington--3,000 miles to the West. This will not be permanent; about September 10 I shall return to New Haven--the trip out to God's Country being only a long-needed vacation.

In view of this situation, all mail intended for The Fare Box or its Editor should be addressed, after June 2, as follows: J. M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma 6, Washington. Do not address mail to the New Haven address. Mail arriving here will be forwarded, but such will entail at least seven days' delay.

The Fare Box, of course, will be issued as usual from the West. The issues will probably be better in view of the fact that I shall have the able assistance of the members of the Seattle Transportation Token Club in getting out some of the issues. Beginning with the October issue, the issues will again come from New Haven.

In view of the early date of departure, the closing date for the June issue only will be May 26. Please have all material intended for inclusion in this issue here by that date. It may be necessary to bring out the June issue from Tacoma; but in any event all material must be in by May 26. The conventional closing date of the sixth will hold for the July, August, and September issues--but remember to mail the material to my Tacoma address, given above. The pertinent points in these four paragraphs will be repeated in the next issue.

Coin dealers are notoriously ignorant of the values of transportation tokens, and nearly invariably sell fare tokens for 15¢ to 25¢ each regardless of rarity. Because of this, collectors looking for rare tokens should never fail to visit the coin shops in the home town as well as those in cities being visited. First ask the proprietor if he has any fare tokens, and if he shows you some good ones, don't let him suspect your jubilation at finding a rarity. If he says he has no fare tokens, don't despair. Ask to look at his "junk" boxes, and at his store cards. Many a rarity has turned up in the 2 for 5¢ junk box or among the tradesmen's cards. Several fare tokens are also Civil War tokens and may well be found in 10¢ boxes of such. Some of these are Ohio 60 A; Ohio 165 I to O; Ohio 725 A,B; and Indiana 995 A and B. A few dealers do know token values, but very few. If they would subscribe to The Fare Box, many coin dealers would come to realize the value and importance of transportation tokens. There was a short write-up in The Numismatist recently, but it brought no response either from dealers or coin collectors. So they will go on selling First Street Line tokens and Pavonias for a dime each.

VECTURISTS MEET IN MINNEAPOLIS

A very successful meeting was held at the home of Mr. Chesney, who resides in Minneapolis near Lake Harriet at 4653 Ewing Ave., So. Attending vecturists were Kenneth Snyder, Tex Barnett, Mr. Barracough, Mr. Butler, and Quincy Laflin. The meeting convened at 2:30 p.m., February 19, 1950, and lasted well into the evening. We all formed a group at the round table, each with his pile of tokens in front of him and after a few preliminaries settled down to business. We discussed the hobby as a whole, which involved new issues, oddities, new possibilities for betterment of our hobby, past finds, price reductions of certain tokens, price raising of other tokens, and last but not least the possibility of the coming convention being held in the Twin Cities next summer, which we all hope will become a reality. We traded and sold tokens across the table until each pile changed shape and color. This was all climaxed by a very delicious dinner prepared by Mrs. Chesney who, having served many a church supper, knew just how to wet our appetites. We all had a fine time and look forward to the next meeting.

- Quincy A. Laflin

CHANGE OF ADDRESS

Cecil B. Geeson	-	2 Woodvale Gardens - Bolton, Lancashire, England
Kenneth E. Smith	-	703 $\frac{1}{2}$ Broadway - Room 213 - Lubbock, Texas

I still have not received the back issues but expect them shortly. Those collectors who wish back issues should list all the numbers (by month and year) they desire on a postcard and mail it to me. Do this whether or not you have already mentioned or listed back issues, if you wish to be sure of having your order filled. I shall enclose a bill for those sent along with the back issues. I shall fill each order as completely as possible.

Again it is necessary to ask readers to cooperate in sending material for publication to The Fare Box. Anything concerning transportation tokens or issuing companies will be greatly appreciated. When you are attempting to unearth old tokens and come across some information on the way, why not let the entire collecting fraternity benefit by having it published in The Fare Box. Proper credit, as always, will be given for anything and everything published herein. It has frankly been difficult to fill eight pages for this (May) issue; let us hope that we shall never again have to have small six and four-page issues. This latter may be necessary, however, unless more material is received for publication. Remember, as has been repeatedly stressed, The Fare Box is your news-letter. The size of each issue depends on the readers. Even sending in your ad (thus taking advantage of your privilege of a free ad as an AVA member) will help make the issues more interesting.

Mr. C. J. Cook, seeking information on the A. I. T. & F. token wrote the Postmaster there, and the following clipping was inserted in the local newspaper: "Chris J. Cook, Cuyahoga Falls, O., retired mail carrier, who collects transportation fare tokens as a hobby, wrote a letter to Postmaster Henry Shanklin requesting Shanklin to find out from the Independent what the letters A. I. T. & F. stand for. ... Attorney John Diederich, well-versed on Ashland's past history, informed us that the letters stood for the Ashland-Ironton Transfer & Ferry Co., owners of the ferry which used to cross the river from Ashland to Coal Grove prior to the construction of the Ashland-Coal Grove Bridge."

THE NORTH SIDE STREET RAILWAY COMPANY OF FORT WORTH
(An article in The Fort Worth Gazette, February 1, 1889)

"An Electrical Railway Ten Miles Long Will Soon be built! The contract closed and cars to be running within ninety days. Something about the system:

"Fort Worth, as usual, sets the pace for others to follow. The first electrical street railway in the entire Southwest will be in full operation in Fort Worth within the next sixty or ninety days and work on the same will be commenced at once. Yesterday Messrs W. A. Templeton, A. T. Byers, and Wint Patterson, composing the North Side Street Railway Company, closed a contract with W. A. Jackson and J. A. Jackson and J. A. Land, representing the Detroit electrical works for the equipment of $10\frac{1}{2}$ miles of street line with the Fisher Rae system of electrical motors. The cost of the equipment will be upwards of \$60,000 and before May 1st ten elegant street cars will be propelled by electricity on the Belt line, the Belknap street line, the Main Street line and on the North Side. The gentlemen deserve credit for their enterprise in giving the people of Fort Worth rapid transit, and Mr. Land for his efforts to give Fort Worth the first electric railway in the Southwest."

- William Liddell

Thus came the little company which produced the extremely rare pewter fare token which we collectors refer to as "TEX 340 A." This token is the only thing the little line has left for posterity, 'nothing beside remains.'

THE WESTMONT BOROUGH INCLINED PLANE

Descriptive data: Owned and operated by Westmont Borough. Built in 1891; height 502.5 feet, 1693.5 feet above sea level; length of runway 896.5 feet; angle of runway $35^{\circ}25'$; Grade approximately 71%; number of steps, 900; Size of car 15 feet six inches by 33 feet 11 inches, capacity 15 tons. Rope is 2 inches in diameter, 1130 feet long--1 pulling, 1 safety. Each rope tested to 335,000 lbs. Motor 300 horsepower; drum sixteen feet diameter. Cars weigh 42 tons each. Line uses tokens listed as Pa 495 K,L, and N.

- F. M. Church

OBSOLETES

List of tokens now known to be obsolete, although listed as current in The National Check List (continued from March 1950 issue of The Fare Box): Ky 160 A, B; Ky 680 F; Md 60 KK, 560 A; Mass 550 C,D, 760 A,B,C; Mich 265 A,B; 515 A,B; Minn 190 A; Miss 620 C; Mo 440 H,I,J,K,L,M, 860 D, 880 B,C,D; Mont 380 B; Neb 420 B,C, 580 A, 700 Q,R,S, 980 A,B; NH 640 D,E,F,G; NJ 185 A,B,C, 975 A,B; NY 35 C,D, E,F, 70 A, 75 A, 230 C to I, 260 A,B,C, 305 A, 360 A, 430 A, 615 A,B,G, 875 D,E,F, I,J, 905 B,C, 945 E,F; NC 130 C,D,E, 280 A,B,C,D, 670 A, 980 E; ND 320 H,I,J, 440 A; Ohio 125 G to K, 230 P to S, 410 A, 748 A, 830 E,F, 915 A to F, and H, Okla 640 F to I, 700 D; Ore 480 D, 500 A; Pa 25 A to D, 195 H to L, 280 A, 415 A, 440 B, 460 A to D, 605 D to I, 650 C, 695 B,C, 750 AA,BB,DD,EE, 765 W, 840 E, 850 B,C, 980 A,B; RI 520 A,B,C, 700 E; SC 110 A, 240 A; SD 460 A, 840 A to D; Tenn 540 A to D; Tex 135 B, 220 A; Utah 750 B,C,D,L; Va 620 M; W.Va. 100 A,B, Wisc 870 B, 940 A,B; D.C. 500 Q,R,S,T,U; Hawaii 420 A.

I am aware that this list is quite incomplete. Please report any additions. The fact that a token is obsolete does not, of course, necessarily mean that it is of any more value than when it was current. In fact, in a few cases just the opposite is true, the token losing even its face value, as in the case of RI 700 E.

FOR SALE - Brass 20 Sd The J. B. Cox Transportation Co./Good For One Fare from Alliance, Ohio (OHIO 15 B) - at \$1.50 each (Atwood). Supply very limited.

C. J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

WANTED - Will pay double catalogue for: Ala 220 IJK; 570 A. Ark 105 A. Calif 575 O. Ida 100 M. Ill 455 I. Iowa 850 CD. Ky 10 C; 270 ABC; 510 BM BN BO; 670 EF; 680 GHJ; Kans 30 B; Mich 845 M; 885 AB; Miss 620 B; 900 K; NY 80 EF; 630 OO; 760 C; NC 450 EF; 470 A; 700 A; Tenn 75 I; 400 E; 415 DE; 430 RSV; 540 D; Va 600 K; 620 PQ R; 500 J; Tex 255 A. - KENNETH SMITH - 703½ Broadway Room 214 - LUBBOCK, TEXAS

WANTED, for double list price - Mich 65 AF, 225 A, 360 B, 370 A, 515 B, 525 HL, 530 ABC, 530 EK, 590 A, 680 CEF, 735 A, 845 ABCIMN.

F. M. Church - 700 Seward Avenue - Detroit 2, Michigan

I have the following dupes for trade. Ill 795 I & J, Iowa 230 K & Ka, 640 W, 850 O, Kans 30 A, 40 B, Md 60 D, Mo 130 C, Neb 440 C & E, 540 M, Ohio 440 C, Pa 765 B, SD 260 B. Will quote prices on request, as Catalog prices will not be used as a basis.

Edgar Levy - 1413 Mesa Avenue - Colorado Springs, Colorado

WANTED ** COMMON TOKENS for cash, or will trade. I will answer all letters.

B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

I WILL PAY \$3.50 each for DC 500 A and B. Will pay \$4 for DC 500 J. Will pay \$4 each for Conn 58 A, 228 A, 233 B, and 290 A. Will pay 75¢ for Conn 560 G. Will pay \$3 for Va 20 B, and \$7.50 for Va 20 C; \$5 for either of the Berkleys, and \$7.50 for Va 350 A. Will pay \$5 each for Wash 710 A or B. Top prices for other needs.

J. M. Coffee, Jr. - P.O. Box 334 - New Haven 2, Connecticut

The Rathmines, Ireland, token (Ireland 700 A) was issued in 1849 for the convenience of the passengers travelling in the omnibus between Rathmines and Dublin. The fare was three-pence. Waterhouse, whose name appears on the obverse under the Queen's bust, was a silversmith of 25 Dame Street. He had the commission for the dies, which were executed by William Woodhouse of Dublin. Twelve proofs in copper, and a few in tin, were struck; the die broke after striking about 700 of the tokens. There is a second die variety of the silver token, viz: in Die 1 the back of the neck lines with the beginning of E; while in Die 2 it lines with S. In Die 2 the truncation of the bust comes to the top of A, while in Die 1 it does not reach it. The token weighs 18.1 grains.

Some of the British tokens are extremely rare. If one wishes to see a copy of Scotland 700 B, for example, he will have to go to the British Museum.

England 90 B (Bradford) is simply a coat lapel button, with loop on the reverse for stitching on the lapel of the coat. It was used by the Belgian Refugees who went to England during the early stage of the First World War, and guaranteed free transit on the City trams. The center design of the button appears to have been taken from the copper coins of Leopold I.

THE JITNE COMPANY OF EL PASO

By William Liddell

Judging from correspondence, the Jitne Company operated in 1914, 1915, and 1916. The following listing occurs in the El Paso City Directories for those years: "The Jitne Co., Inc. - Met L. Jones president, W. E. Phillips, secretary-treasurer, general manager. Automotive livery, Cadillac limousines, Cadillac and Hudson seven-passenger taxicabs and five-passenger sight-seeing cars. Baggage transfer, storage; Offices Hotel Del Norte, Hotel Sheldon and Hotel Orndorff, information bureau Union Depot, General Office and garage 207 S. Santa Fe."

But other than this, the information seems to be quite meager. No trace of the tokens themselves yet. But publicity may bring some to light.

Supplement to The National Check & Premium List

By Roland C. Atwood

ARKANSAS

Blytheville 105 (reported by B. H. Baake, Jr.)
B B 22 B Blytheville Coach Lines .10
Good For One Fare
C Z 16 B Blytheville Coach Lines .10
Good For One Fare

NEW YORK

Elmira 230 (reported by Charles Houser)
K Bz 20 E Elmira Motor Coach Corp. .10
Good For One School Fare

OREGON

The Dalles 880 (reported by W. A. Whitfield)
C B 15 Ch The Dalles Transit Co. .10
Good For One Fare

PENNSYLVANIA

Charleroi 180 (reported by William L. Black)
H WM 16 W Westside Motor Transit Co. .10
Good For One Zone Fare

TENNESSEE

Bristol 75 (reported by Ralph W. Winant)
K Bz 16 Bar Yellow Coach Co. (bus) .10
Good For One Fare (bus)
Cleveland 140 (reported by Floyd O. Barnett)
A WM 16 C City Coach Company .10
Good For One City Fare

TEXAS

El Paso 320 (reported by W. A. Whitfield)
B Bz 16 Bar El Paso City Lines, Inc. (bus) .10
Good For One Fare (bus)
Plainview 750 (reported by O. R. Bertram)
B Bz 16 P Plainview Bus Co. .10
Good For One Fare

WASHINGTON

Port Townsend 690 (reported by Paul Fouts)
A o Fb 38 Sd Hastings Steamboat Co. Whidby Island to Port Townsend 2.00
Good For One Fare
(blank)
B Bz 23 Bar Townsend Transit (bus) .20
Good For One Fare (bus)

ALASKA

Juneau 400 (reported by Mary Lake)
A Bz 16 J-sc Juneau Transit System .20
Good For One Fare

IRELAND

Belfast 150 (reported by Basil Brandon)
U Cm 25 Sd Belfast City Transport .20
1½d.

SCOTLAND

Edinburgh 300 (reported by Eroy L. Kimmons)
AJ Cg 22 Sd Edinburgh Corporation Transport .20
G.P.O. 1d. (light green)

SCOTLAND (continued)

Greenock 500 (reported by Basil Brandon)
J Cw 21 Sd G. & P. G. Tramway Coy. (trademark)
 $\frac{1}{2}$ d.

\$0.20

CORRECTIONS AND PRICE REVISIONS
By Roland C. Atwood

The Bibb Transit Co. token formerly listed as Columbus, Ga. 240 G should be re-listed as MACON, GA 580 E. Mr. Jordan, who originally reported the token, has reported the change.

The Mississippi City Lines token formerly listed as Hattiesburg, Miss. 360 A should be changed to LAUREL, MISS 500 A. Correction reported by J. M. Coffee, who wrote Hattiesburg only to have letter returned by Hattiesburg City Lines; then wrote to Laurel and got the tokens.

There are two varieties of OHIO 165 G - with and without diamonds on the obverse (two rows of three each). OHIO 165 H is 22mm., not 23mm.; and the reverse is not blank - there is an adv., which reads "John Stanton Stamp & Brand Cutter Cincinnati" in a circle of dots. (Both corrections reported by J. Coffee)

All Ayr, Scotland, tokens are now obsolete - reports Basil Brandon.

Price Revisions on Scotland 700 A,B,C,D: change to \$3.50 each. From the obverse of 700 B delete "D. & W." (Correction reported by J. M. Coffee)

Delete Scotland 800 A - insert this as Rathmines, Ireland 700 A. Add "Waterhouse" to the obverse, and change "18-4-49" to read "18-3-49" Revise the price to \$3.50. (Corrections reported by J. M. Coffee)

TRANSPORTATION TOKENS EXHIBITED

The Seattle Transportation Token Club added another award ribbon for their recent display of tokens at an annual Seattle Hobby Show on March 3. Six groups of transportation tokens were attractively mounted and framed, resulting in good spectator appeal. Don Johns made up a nice frame of Oregon, with his nearly uncirculated Salem State House token in the center. We feel justly proud that three of these extremely rare tokens are owned by Seattle Club members. Cecil Jefferson showed Alaska tokens; Paul Fouts, tokens of foreign countries; Cecil Meyer, British Isle celluloids, and Gus Nilson a Seattle display. Ed Rudolph had a message written in miscellaneous tokens.

Chairman of the Exhibit Committee was Cecil Jefferson, assisted by Gus Nilson and Mary Lake. We feel that the efforts expended in preparing for such shows are well repaid in publicity for our interesting hobby.

- Mary Lake

Mr. R. M. Butler of Minneapolis sends in some interesting information which he received in a letter from the Pacific Electric Company of California, regarding the Colorado Street Railroad of Pasadena:

"Records show that the Colorado Street RR was incorporated in 1886 and during that year 7 miles of track on Colorado and Hill Streets were constructed and operated up until 1893 when it was taken over by the Los Angeles - Pasadena Railroad Company, now a part of the Pacific Electric Railway."

Check List of Foreign Transportation Tokens

1950

ENGLAND (continued)

BIRKENHEAD	30	(continued)		
F o Bronze	Ov Sd	Yearly Contractor. 3'Head Ferry 1867 No.- Not Transferable & To Be Shown When Required	\$1.00	
G o Copper	22 Fc	Yearly Contractor. B'Head Ferry 1870 No.- Not Transferable & To Be Shown When Required	1.00	
H o Brass	22 Fc	Yearly Contractor. B'Head Ferry 1871 No.- Not Transferable & To Be Shown When Required	1.00	
I o Brass	Sh Pcs	Half Yearly Contractor B'Head Ferry 1872 No.- Not Transferable & To Be Shown When Required	1.00	
J o Brass	Ov Pcs	Yearly Contractor by Woodside Ferry 1861 No.- Not Transferable & To Be Shown When Required	2.00	
K o Bronze	Ht Pcs	Yearly Contractor by Woodside Ferry 1862 No.- Not Transferable & To Be Shown When Required	1.00	
L o Bronze	23 Fc	Yearly Contractor by Woodside Ferry 1865 (sc) No.- Not Transferable & To Be Shown When Required	1.00	
M o Brass	23 Fc	Yearly Contractor Woodside Ferry 1863 No.- Not Transferable & To Be Shown When Required	1.00	
N o Bronze	Sh Sd	Yearly Contractor Woodside Ferry 1864 No.- Not Transferable and To Be Shown When Required	1.00	
O o Brass	22 Fc	Rock Ferry Co. Limited (star) Yearly Contractor 1866	1.00	
P o Brass	30 Sd	Birkenhead & District Omnibus and Carriage Co. Limited	1.00	
Q o Copper	Ov Fc	J. Park & Son Makers 64 Cable St. Liverpool Woodside Royal Mail Ferry (numerals) Servants Transferable Ticket	1.00	
R o Brass	31 Sd	E.T. & O. Co. Ltd. Workmans Checks Top Compartment Only To Be Placed in Box	1.00	
S o Brass	30 Ch	E.T. & O. Co. Ltd. Workmans Checks To Be Placed in the Box. To Be Used After 6 PM Only	1.00	
T o Brass	30 Sd	E.T. & O. Co. Ltd. Workmans Checks To Be Placed in the Box. To Be Used After 6 PM Only	1.00	
U o Brass	30 Ch	E.T. & O. Co. Ltd. Workmans Checks To Be Placed in the Box To Be Used After 5 PM Only	1.00	
BIRMINGHAM	40			
A o Brass	25 Sd	Litchfield & Birmingham Tariff Omnibus 8 AM - 4 PM Swan Hotel Birmingham George Hotel Litchfield	1.00	
B o White metal	25 Sd	Litchfield & Birmingham Tariff Omnibus 8 AM - 4 PM Swan Hotel Birmingham George Hotel Litchfield	1.00	
C o C-red	22 Sd	Litchfield & Birmingham Tariff Omnibus 8 AM - 4 PM 1d.	.20	
D o C-green	22 Sd	Birmingham Corporation Tramways (arms) (2 var.) $1\frac{1}{2}$ d. (short $1\frac{1}{2}$ d.)	.20	
E o C-green	22 Sd	Birmingham Corporation Tramways (arms) (3 var.) $1\frac{1}{2}$ d. (large, medium, and small d)	.20	
F o C-v. lt. blue	22 Sd	Birmingham Corporation Tramways (arms) $\frac{1}{2}$ d.	.20	
G o C-lt. pink	22 Sd	Birmingham Corporation Tramways (arms) $\frac{1}{2}$ d.	.20	
H o C-white	22 Sd	Birmingham Corporation Tramways (arms) $\frac{1}{2}$ d.	.20	
I o C-blugreen	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20	
J o C-red	22 Sd	Birmingham Corporation Tramways (arms) 1d. (2 var: regular and transparent)	.20	
K o V-maroon	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20	

BIRMINGHAM 40 (continued)

L	C-dk. green	22 Sd	Birmingham Corporation Tramways (arms) 1½d. (very thick)	\$0.20
M	C-lt. red	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
N	C-maroon	22 Sd	Birmingham Corporation Tramways (arms) 1d. (very thick)	.20
O	C-yellow	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
P	C-dk. red	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
Q	C-pink	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
R	C-brown	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
S	C-maroon	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
T	C-lt. blue	22 Sd	Birmingham Corporation Tramways (arms) ½d.	.20
U	C-v.lt.pink	22 Sd	Birmingham Corporation Tramways (arms) ½d.	.20
V	C-cream	22 Sd	Birmingham Corporation Tramways (arms) ½d.	.20
W	Pl-maroon	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
X	C-olive	22 Sd	Birmingham Corporation Tramways (arms) 1½d.	.20
Y	Pl-red	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20
Z	C-red	22 Sd	Birmingham Corporation Tramways (arms) 1d.	.20

BLACKBURN 60

A o Brass	26 Sd	Blackburn & Darwen Corporation Tramways 1d. Cheap Labor Ticket	1.00
B o Brass	32 Sd	Blackburn & Darwen Corporation Tramways 1½d. Scholars Ticket Only Available to or From School	1.00
C o Brass	0v Sd	Blackburn & District Carriage Company (omnibus) Fare 1½d.	1.00
D o Brass	32 Sd	Blackburn & Over Darwen Tramways Co. 1½d. Scholar's Ticket Between Hollins Grove & Blackburn Only Available in Going To or Returning From School	1.00

BLYTH 70

A o Aluminum	34 Fc	B.H.C. Ferry Pass No.- (blank)	1.00
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BOLTON 80

A o Brass	32 Sd	Bolton Corporation Tramways Workman's Check One Penny	1.00
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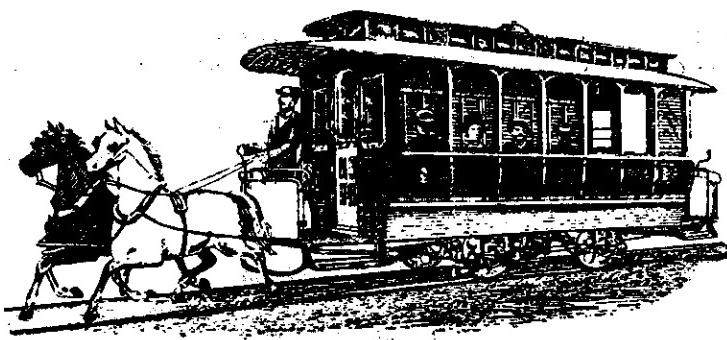
BRADFORD 90

A o Brass	0v Sd	Bradford City Tramways Workman's Check (boarshead) To be Put in The Box. Not to be Used Before 5 P.M. or on Saturdays or Sundays	1.00
B o C-Button	24 Sd	Bradford City Tramways (lion) (blank) (coat lapel button)	1.00
C o Brass	31 Sd	Bradford City Tramways (boarshead) Bradford District Nurses Only To Be Used When on Duty	1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 4

JUNE, 1950

NUMBER 6

Until September 15, 1950, all mail intended for The Fare Box should be addressed to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

This has been the most difficult issue of our little news-letter to bring out since I have been Editor. Collectors are not sending in enough material. This, along with the troubles of unpacking the myriads of junk which despite its obvious uselessness we hate to throw away, has been the cause of another late issue.

The Seattle Transportation Token Club will hold another one of its exciting mail-bid auctions on Friday, July 14. I have been told that there are more lots for this auction than for any previous one, and there will be plenty of high class material. Your Editor will, of course, be there in person to bring you the first on-the-spot report of such an auction. I propose to delay the July issue until the 15th or 16th in order to bring you the list of prices realized while it's still hot news. So if I receive no serious objections, I shall consider myself as having the approval of the members and readers for sending out another late issue.

We had the privilege recently of viewing the magnificent collection of transportation tokens of Paul Fouts, past President of the Seattle Transportation Token Club. Mr. Fouts, who specializes in Washington, Oregon, Alaska, Hawaii, and horse-car and bridge tokens, has probably the finest collection Washington and Oregon in the world. The tokens are arranged neatly in albums with cardboard pages. Each token is inserted in an opening cut exactly to size, and descriptive data, such as the last date the token was known to be used, is placed under the opening. This method of keeping tokens--used by nearly all members in Seattle--is by far the most ideal I have yet come across. Other methods of filing a collection of transportation tokens include soup-cube cans (arranging the tokens by size and center device); the use of National Coin Album pages, which cost \$1.50 each; simply sticking the token to a cardboard page by means of Scotch Tape; filing each token in a 2" by 2" envelope (probably commonest used, because the simplest); and last, the old standby of just dumping them all into a cigar box. The Editor will welcome reports of other methods of filing a collection not mentioned above, and their success.

It is our sad duty to report that more prominent collectors are thinking of selling all or parts of their collections. Cecil Meyer of Seattle informs us of his intention of selling all but his Washington State tokens. And now we receive a letter from one of the pioneers of our hobby--Charles R. Lamb--who says he is thinking of selling. Too bad; but at least it does keep the good tokens circulating on the market. As a sequel to the article on page 36, it may be of interest to the fraternity to know that Max M. Schwartz, of New York, was the fortunate purchaser of the Peebles collection.

NEW MEMBERS

The following have been elected to membership in the American Vecturist Association

96. Leonard J. Stock	-	5005 Biddulph Avenue	-	Cleveland 9, Ohio
97. Robert M. Butler	-	731 East 26th Street	-	Minneapolis 4, Minnesota
98. Ralph Brown	-	-	-	Bellport, New York
99. Clyde A. Logsdon	-	724 Bancroft Street	-	Omaha 8, Nebraska
100. J. Douglas Ferguson	-	Box 180	-	Rock Island, Quebec, Canada

CHANGE OF ADDRESS

W. G. Robertson - 70 Milland Hotel - Flagler Beach, Florida

BACK NUMBERS OF THE FARE BOX

At long last I now have access to the complete file of back issues of The Fare Box. The following are available to members of the American Vecturist Association at the nominal price of 10¢ each, postpaid. To non-members the price would be 15¢ each.

October	1947	August	1948	August	1949
November	1947	October	1948	September	1949
December	1947	November	1948	October	1949
February	1948	December	1948	November	1949
April	1948	January	1949	December	1949
May	1948	February	1949	February	1950
June	1948	June	1949	April	1950
July	1948	July	1949	May	1950

Issues not listed above are not available. It is suggested that members avail themselves of their free ad privilege to obtain missing numbers. In several cases there is only one copy available of a listed issue, so first come, first served. Those who have already contacted the Editor should receive their orders within two weeks. If not, contact me again--for you may have been forgotten. It should go without saying, of course, that the information in the back issues is every bit as important and timely as that which is appearing in current numbers. Every active vecturist should strive to obtain a complete file. All pages of the Foreign Transportation Token List are available, although some complete issues are lacking. These individual pages will be furnished without charge, and postpaid, to members who lack them. I might also add that the first six pages of the March 1949 issue are available to anyone who desires them at 10¢.

NOMINATING COMMITTEE

A.V.A. President Max M. Schwartz has appointed the following as Nominating Committee. It will be the function of this committee to prepare a slate of officers for presentation to the Minneapolis meeting (tentatively set for August 19). It goes without saying, of course, that any member of the Association may submit nominations of anyone he pleases to the Minneapolis meeting.

Basil Brandon, of San Francisco
R. K. Frisbee, of Denver
Quincy A. Laflin, of St. Paul

Donald B. Johns, of Seattle
John M. Mackie, Jr., of Pittsburgh

TOOLS
By Max M. Schwartz

It has been said that a good mechanic never tackles a job without proper tools. If this be true, vecturists should emulate that example. Most of us do so. However, my correspondence with some of the newer converts to this hobby definitely indicates that they are starting their work with insufficient physical preparation, and to them this information may be helpful.

In my opinion it is essential that we equip ourselves with: (a) a magnifying glass; (b) a ruler; (c) a magnet; and (d) a file. A few words about each of these.

From the number of inaccuracies that creep into descriptions of vectures, it is manifest that even those blessed with good eyesight need a fair magnifying glass to aid them. Too often we are prone to assume that a vesture will have a legend which we think should be there, or that several tokens coming from the same source will be alike. The careful vecturist, who takes nothing for granted, reaps the reward that he richly deserves when he uncovers a new variety or an unlisted vesture. A small, inexpensive pocket glass is sufficient.

The ideal ruler for our purposes should be about six inches long, and one side of it should be divided into millimeters. I prefer to use a plastic, transparent ruler, because it facilitates measuring the outside diameter. In using such a ruler, care should be taken to hold your better eye directly over each edge of the token in turn before determining its size. Our standard classifications are in millimeters, and it is worthwhile noting that a vesture which, for example, is larger than 18 but smaller than 19 is regarded as 19.

Nothing that I know of will distinguish steel as readily as a magnet. While it is true that an old steel token will very often take on a rust color, one cannot depend upon such manifestation, particularly if the token be in uncirculated or very fine condition. Any small magnet will do the trick much better than our sense of sight or touch.

With very few exceptions the metals used for making of vectures are alloys. For purposes of convenience we call those that have a white appearance, white metal, provided they are neither steel nor zinc. Those having a yellowish color we call brass. Tokens having a darker, brownish hue we call bronze, and those having a reddish complexion we call copper. Actually, these are all designations of convenience.

If you have a white-appearing token which does not respond to the magnet and has not been plated, then it is either white metal or zinc. If it is soft when abraded with a steel pocket file and has a bluish tinge, then it is zinc. If it is hard and still maintains its whitish tinge, it is of white metal. In filing zinc tokens that have been plated, one often encounters a yellowish, brassy color. That is a preliminary plating which has been applied before the white plating, and one should not therefore jump to the conclusion that the token underneath is brass. A little further abrasion will show the true color of the token.

Many tokens appear to be white metal when they are actually of another metal which has been nickel plated, and unless one is on guard, he is very likely to fall into error. For instance, Connecticut 35 G, H, and I are designated in the Check List as all being in white metal. By applying a steel file to the edge of any of these tokens, it can be readily determined that they are actually made of brass which has been nickel plated.

Many tokens are described as having been silver plated. I have been informed that plating by silver is very seldom followed, primarily because most metals will not take a silver plating unless they are first nickel plated.

While no one wants to have a token in banged-up condition, in this hobby

condition itself is not nearly as important as it is in coin collecting, and the application of a steel file to a small part of the edge will not unduly disfigure a token, but it is most important for the purpose of arriving at a definite idea of the makeup of the token. This is particularly true of tokens that have seen considerable wear.

The foregoing are my brief thoughts on what material tools we should equip ourselves with for the proper study and collecting of vectures. There are other intangible tools that are equally important, and the foremost of these is a desire to cooperate fully with others. He who expects to receive help from his fellow vecturists will not be disappointed, but if he does not reciprocate that help, he will shortly find himself alone.

THE LORAIN EMPLOYEE TOKENS

Mr. C. J. Cook, of Cuyahoga Falls, Ohio, wrote the Employees Transit Lines in Lorain, Ohio, in quest of information on the white celluloid tokens listed as Ohio 475 D to ZK. To his surprise, he received the following letter in reply, from Miss Barbara Deeter, in charge of tokens:

"Dear Mr. Cook: I tried to contact all of the men in our employ who at one time or other had been connected with the old Lorain Street Railway Company either as a motorman or in the maintenance department, and I feel sure that the information I have for you will not be to your liking as a collector.

"Sorry as I am to have to disappoint you, the enclosed token (Mr. Cook had sent one of the tokens along with his request, so they would know exactly what he was talking about) is not a fare token.

"The fares on the railway were paid either in cash or tickets. It has been almost definitely established that the chip was used for identification only. By that I mean that the motorman when checking in his daily receipts dropped the chip in the bag with his money. He also enclosed a 'working card' also used for identification purposes, thereby making the records almost foolproof.

"The railway never had more than sixty motormen employed at one time from the year 1900 on, so that further confirms this information."

The Editor of The Fare Box has contacted Mr. Atwood regarding this new information, and Mr. Atwood replied as follows:

"Ray Cooper was the first to discover the Lorain employee tokens. He vouched for them and asked me to check when I called at his home in 1936; so I did. I contacted the old general manager of the company. He definitely told me that they were used for employee fares--60 employees. If I could only remember his name we could contact him if he is still alive..."

In light of the above information--all aspects of the situation being presented--collectors may use their own judgment in purchasing Ohio 475 D to ZK.

I HAVE THE FOLLOWING tokens for trades: Ariz 720 A; Cal 535 C and D; Del 900 A; Ill 130 C, 455 A, 795 J; Ky 510 B,S,T; Md 60 B; Mass 505 B; Minn 730 A; Ohio 15 B; Okla 640 A; Pa 425 A, 600 A; RI 700 B; Texas 710 B; Wisc 510 B,D.

E. L. KIMMONS - 521 EAST LIVE OAK STREET - AUSTIN 22, TEXAS

WANTED - July 1947 and May 1949 issues of The Fare Box. Contact -
Paul Fouts - 609 Peoples Building - Seattle 1, Washington

Supplement to The National Check & Premium List

By Roland C. Atwood

ARKANSAS

Blytheville 105 (reported by E. L. Kimmons)
D 4 21 B Blytheville Coach Line \$0.10
Good For One Fare

GEORGIA

Macon 580 (reported by E. L. Kimmons)
F Bz 20 Sd Bibb Transit Company B .10
Good For One School Fare B

ILLINOIS

Centralia 130 (reported by E. L. Kimmons)
I B 20 Bar Inter-City Transit Corp. (bus) .10
Good For One Fare (bus)

KANSAS

Emporia 250 (reported by W. A. Whitfield)
E WM 20 E K.P.L. Company .10
Good For One Full Fare

MASSACHUSETTS

Saugus 695 (reported by Floyd O. Barnett)
A Bz 23 Ball Rapid Transit, Inc. RTI .10
Good For One Fare RTI

NORTH CAROLINA

Winston-Salem 980 (reported by Frank C. Greene)
F B 16 S-sc Safe Bus, Inc. Winston-Salem, N.C. .10
Good For One Fare

PENNSYLVANIA

McKeesport 605 (reported by William L. Black)
K WM 16 Ball Penn Transit Company Pa. (triangle) .10
L B 16 Ball Good For One Zone Fare (triangle) (brass-plated)
Dots above .10

TEXAS

Waxahachie 955 (reported by H. C. Laible)
A o Ve 21 Sd Waxahachie St. Ry. Co. Texas One Fare 3.50
5

WASHINGTON

Washougal 960 (reported by Frank W. Guernsey)
C B 16 E-sc Evergreen Bus Line .10
Good For One Fare

CORRECTIONS

Add to reverse of Kans 820 C "(Zinc & Silver-plated Zinc)". On reverse of Minn 230 M, change M.H. Morrison to H.M. Morrison. Add "Treas" to reverse of Minn 730 K (Robertson). There are 2 varieties of Miss 460 E - large & small cutouts (David H. Smith). NJ 15 should be Asbury Park, not ashbury; reverse of 15 A should be Denis, not Dennis (Robertson). NC 20 A has dots and no dots (Frisbee). Delete Ohio 475 QQ and insert it as pattern number 34, (Cook). RI 700 E comes with large and small star (RCA). Tex 340 D and F should read G.H. Clifford, not C.H. (Robertson). Add "A.B. & W." to obverse of Va 20 C (Coffee). There are two varieties of each of the following English tokens, the varieties consisting of large and small denominations: Eng 170 K; Eng 210 B; Eng 210 D.

Report new issues and discoveries and corrections to the New Issues Editor:
Roland C. Atwood P.O. Box 621 Hollywood 28, California

INTRODUCING MR. R. K. FRISBEE

(An article in the April 1950 issue of TRAM TOPICS--"Published by and for Denver Tramway Employees.")

One thing we all possess in equal amount is time. We do our regular work in a routine mechanical way, but our success depends upon the judicious use of time and what Arthur Brisbane called "its by-product, the odd-moment."

We want you to meet a master in the use of the odd moment--R. K. Frisbee, day clerk at South Division, who in odd moments has built one of the largest collections of transit and bridge tokens in the world.

When a man's working hours are from 5 a.m. to 1 p.m., he needs a hobby in the worst way. That fact, coupled with circumstances that arose during the war, led Frisbee to begin his hobby of token collecting.

When Frisbee was clerk in the Motor Coach Division under H. E. Jobes, now superintendent of transportation, he noticed hundreds of foreign transit tokens were being deposited as fares in Denver Tramway boxes. That gave him the idea to make token collecting his hobby. He began purchasing the foreign tokens, replacing each one with a dime.

Today, he has 3,503 specimens, representing transit and bridge firms in every state and Alaska, Hawaii, Canada, Mexico, Cuba, Porto Rico, and several foreign countries. His aim is to obtain a total of 5,000--every type in existence.

Each token is filed in an envelope bearing complete description, date acquired and other information. Frisbee pursues his hobby mostly by mail, using tips on rare tokens available from a trade paper called "The Fare Box," published once a month. He belongs to two national token clubs, one of which, the American Vecturist Association, he is a charter member of.

He participates in mail auctions, buying and selling to increase his collection of rare tokens, but he conducts the hobby on a non-profit basis, out of his home, 237 So. Kalamath Street. He devotes his afternoons to the hobby, while his wife contents herself with reading. The Frisbees have a married daughter, Mrs. Lillian Johnson.

Frisbee has served Tramway for 29 years, having begun as an operator. He has been in clerical work since 1928.

THE MINOT, N.D., TOKENS
By R. M. Butler

Minot "A" and "B": Many years ago these tokens were first issued with a brass rim, but were later used with an aluminum rim. These tokens got too expensive and the metal rim was discontinued. Mr. J. L. Smith (whose name appears on the tokens) is still living, but has no tokens with the metal rims. This taxi cab, motor bus, etc., company is no longer in existence.

Minot "C": The Waverly Hack Line was in existence about the year 1910, and Mr. R. J. Biorn, proprietor, has been dead for many, many years. This line is no longer in existence, and the Waverly Hotel burned down about five years ago.

The proprietor of the Atkins Stage Lines Ltd. of Chilliwack, B.C., states that he has never used fare tokens on his lines. The tokens listed as BC 300 A to D were simply submitted as samples by a manufacturer, and never placed in use.

Check List of Foreign Transportation Tokens

1950

ENGLAND (continued)

BRADFORD 90 (continued)

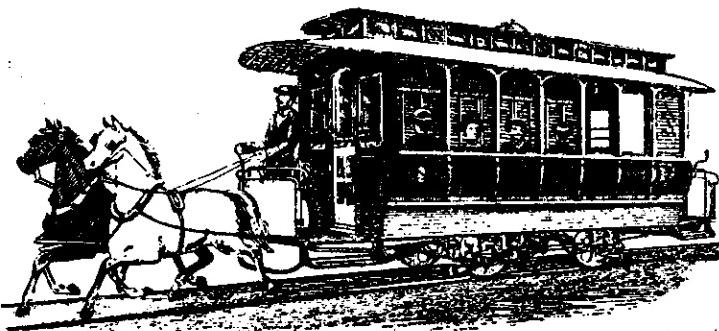
D o Brass	Ov Sd	Bradford City Tramways 1d. (boarshead) (manufacturer's name)	\$1.00
E o Brass	31 Sd	Bradford City Tramways (arms) Bradford District Nurses Only. To Be Used When On Duty	1.00
F o C-red	22 Sd	Bradford City Tramways (arms) (old style) $\frac{1}{2}$ d.	.20
G o C-maroon	22 Sd	Bradford City Tramways (arms) (old style) $\frac{1}{2}$ d.	.20
H o C-white	22 Sd	Bradford City Tramways (arms) (old style) $\frac{1}{2}$ d.	.20
I o C-dk. blue	22 Sd	Bradford City Tramways (arms) (old style) 1d.	.20
J o F-black	22 Sd	Bradford City Tramways (arms) (old style) 1d.	.20
K o F-lt.brown	22 Sd	Bradford City Tramways (arms) (old style) $\frac{1}{2}$ d.	.20
L o C-red	22 Sd	Bradford City Tramways (arms) (new style) $1\frac{1}{2}$ d.	.20
M o F-black	23 Sd	Bradford City Tramways (arms) (new style) 1d.	.20
N o F-lt.brown	23 Sd	Bradford City Tramways (arms) (new style) $\frac{1}{2}$ d.	.20
O o C-red	22 Sd	Bradford City Tramways (arms) (new style) $\frac{1}{2}$ d.	.20
P o C-dk.red	22 Sd	Bradford City Tramways (arms) (new style) $\frac{1}{2}$ d.	.20
Q o C-dk.blue	22 Sd	Bradford City Tramways (arms) (new style) 1d.	.20
R o C-white	22 Sd	Bradford City Tramways (arms) (new style) $\frac{1}{2}$ d.	.20
S o C-maroon	21 Sd	Bradford City Tramways (arms) (new style) $\frac{1}{2}$ d.	.20
T o C-dk.red	21 Sd	Bradford City Tramways (arms) (new style) $\frac{1}{2}$ d.	.20
U o Ginc	32 Sd	G.P.O. Bradford (same as obverse)	.75
V o Brass	33 Sd	G.P.O. Bradford (blank)	.75
W o Pewter	30 Sd	G.P.O. Bradford (blank)	.75
X o C-black	22 Sd	Bradford Corp'n Pass Transport (arms) 1d.	.20
Y o C-lemon	22 Sd	Bradford Corp'n Pass Transport (arms) 1d.	.20
Z o C-blue	22 Sd	Bradford Corp'n Pass Transport (arms) 1d. (2 vars: narrow & wide 1)	.20
AA o C-red	22 Sd	Bradford Corp'n Pass Transport (arms) $\frac{1}{2}$ d.	.20
AB o C-red	23 Sd	Bradford Corp'n Transport (arms) $\frac{1}{2}$ d.	.20
AC o C-yellow	23 Sd	Bradford Corp'n Transport (arms) 1d.	.20
AD o C-black	23 Sd	Bradford Corp'n Transport (arms) 1d.	.20

BRIGHTON 100				
A o Brass	22 Sd	Tilley's Brighton Busses 2d. (same as obverse)		\$1.00
B Brass	22 Sd	Brighton Corporation Tramways 1d. (wide & narrow 1d.) .20 For Use Only by Post Office Staff While in Uniform		.20
C Aluminum	23 Sd	Brighton Corporation Tramways 1½d. For Use Only by Post Office Staff While in Uniform		.20
BRISTOL 110				
A F-lt.brown	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 1d. (3 corners cut off)		.25
B F-black	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 1½d. (2 corners cut off)		.25
C F-lt.green	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 2d. (1 corner cut off)		.25
D C-dk.green	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 2d. (1 corner cut off)		.25
E F-gray	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 2½d.		.25
F C-red	22 Sd	B.T. & C.C. Ltd. Bristol Education Committee 1d.		.20
G C-blue	22 Sd	B.T. & C.C. Ltd. Bristol Education Committee ½d.		.20
H C-green	22 Sd	B.T. & C.C. Ltd. Bristol Education Committee 1½d.		.20
I C-brown	22 Sd	B.T. & C.C. Ltd. Bristol Education Committee 1d. J.I.C.		.20
J C-blue	22 Sd	B.T. & C.C. Ltd. Bristol Education Committee 1½d. J.I.C.		.20
K o C-lt.green	Ob Sd	A.R.P. "Bristol" 1½d.		.20
L o C-blue	Ob Sd	A.R.P. "Bristol" 2d.		.20
M o C-red	Ob Sd	A.R.P. "Bristol" 1d.		.20
N o C-yellow	Ob Sd	A.R.P. "Bristol" 2½d.		.20
O o C-dk.blue	Ob Sd	A.R.P. "Bristol" 2d. (1 corner cut off)		.25
P o C-white	Ob Sd	A.R.P. "Bristol" 2½d.		.25
Q C-olive	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 2d.		.25
R C-gray	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 2½d.		.20
S C-lt.blue	Ob Sd	B.T. & C.C. Ltd. Blind Persons Token 2d.		.20
T C-yellowgrn	23 Sd	B.T. & C.C. Ltd. Bristol Education Committee 1½d.		.20
BURNLEY 120				
A o Brass	Hx Ch	Burnley Corporation Tramways Employee's Free Pass Available Only When Going to or From Tramway Work No.- (blank)		1.00
BURSLEDON 130				
A o C-blue	22 Sd	Bursledon Bridge 7½d.		1.00
B o C-red	22 Sd	Bursledon Bridge 1/-		1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 4

JULY, 1950

NUMBER 7

Until September 15, 1950, all mail intended for The Fare Box should be addressed to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

CHRIS J. COOK APPOINTED VARIETIES EDITOR

It is with pleasure that I am able to announce that Mr. Chris J. Cook, of 2105 Fourth Court - Cuyahoga Falls, Ohio, has been appointed Varieties Editor by the President of the American Vecturist Association. It will be Mr. Cook's duty as Varieties Editor to gather material for and prepare lists of varieties of transportation tokens, which lists shall be run from time to time in The Fare Box. It is hoped that this will help to clear up some of the confusion arising out of the existence of more than one variety of a particular token. For example, there are 2 varieties each of DC 500 I and K; 3 varieties of Ky 510 AM; 2 varieties of Ky 510 AG and AK; and 3 varieties of Ky 510 AH. It will be Mr. Cook's task to prepare descriptive lists of such minor--but nevertheless very important--varieties as these. If you have unlisted minor varieties of tokens, kindly list them to Mr. Cook, giving exact details and rubbings of obverse and reverse if possible, with special emphasis on the differences between the two tokens. The compilation of this list will be an extremely important advance for our hobby, and every collector should cooperate in every way possible with Mr. Cook.

The staff of The Fare Box now consists of three persons--John M. Coffee, Jr. as Editor-in-Chief; Roland C. Atwood (P.O. Box 621 - Hollywood 28, Calif.) as New Issues Editor; and Chris J. Cook as Varieties Editor. With regard to Mr. Atwood, please report and describe all new issues to him as soon as possible after discovering them. Be careful to give the correct locality and exact (word for word) description of each side of the token.

Every collector who has had any dealings with him will agree that Mr. Cook is ideally qualified for the position of Varieties Editor. He has been collecting fare tokens for many years, and has amassed a magnificent collection of them. His knowledge of and zeal for our hobby are unsurpassed by anyone else, and it is well known that no one answers letters as promptly as does C. J. Cook.

For once there is actually too much material for inclusion in the 8-page issue of The Fare Box. I am deeply indebted to collectors for answering the call and submitting so much material. All of it is really appreciated, and if it does not appear in this issue, please don't think it's a slight--it'll be in the next one. We had lots of A.V.A. business that had to make the July issue, so other news such as histories must wait. But thanks a million for helping out as you have done. As soon as we get our mimeograph machine, we'll have larger issues.

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NEW MEMBERS

101. William C. Piper	-	307 No. Graham Street	-	Pittsburgh 6, Pa.
102. Frank W. Guernsey	-	2000 N.E. 56th Avenue	-	Portland 13, Oregon
103. Don T. Thrall	-	610 Arlington Avenue	-	Berkeley 7, Calif.
104. Pasquale H. Maffeo	-	145 Kimberly Avenue	-	New Haven 11, Conn.

CHANGE OF ADDRESS

Ralph D. Mefford	-	5145 Bragg Road	-	Jacksonville, Florida
Kenneth Smith	-	P.O. Box 326	-	Lewisville, Arkansas
Leonard J. Stock	-	1238 Edgemere Drive	-	Rochester 12, New York

PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB MAIL AUCTION OF JULY 14, 1950

1. Ill 150 A (thick & thin).....	\$4.55	32. Wisc 410 E & 500 C.....	\$1.49
2. Pa 515 A (Kittanning).....	2.22	33. D.C. 500 C.....	1.65
3. Iowa 150 C.....	1.50	34. Calif. - 35 diff.....	2.85
4. Florida 380 K.....	.80	35. N.J., N.M., N.Y. - 19 diff.....	2.15
5. Virginia 620 E (Uncirculated).....	.80	36. N.C., S.C. - 8 diff.....	.85
6. Calif 545 A & 650 A.....	.60	37. Pa. - 21 diff.....	2.15
7. Wisc 510 B.....	.85	38. Fla., O., Ala., Ga. - 26 diff...	2.65
8. Calif 775 F.....	.75	39. Ill., Iowa - 22 diff.....	2.25
9. Fla 110 A & B.....	.50	40. Va., Wash., W.Va., Wis... 25 diff	2.55
10. Mexico Bz 23 Ball Juarez....	.85	41. Mich., Minn., R.I. - 25 diff....	2.65
11. Calif 450 F & 395 E.....	.35	42. Mich 935 F (Uncirculated).....	.30
12. Canada 850 C.....	.45	43. Costa Rica 700 D 50 centavos... No B.	
13. Ohio 175 P.....	No Bid	44. Va 620 E.....	1.00
14. N.Y. 260 A,B,C.....	No Bid	45. Ky 510 AM, AV, BH.....	1.20
15. N.Y. 305 A.....	No Bid	46. Germany Hagenen $\frac{1}{2}$ fare Boch-Gels	.65
16. Ia 310 Q, Mo 370 C, ND 320 C Tenn 600 F, and Va 720 D....	1.10	47. Fa 65 L & Va 530 B.....	.36
17. Ill 755 D, 795 A.....	1.25	48. Colo 260 N & Utah 525 C.....	.25
18. Tenn 375 C and D.....	2.00	49. Mich 80 A.....	1.05
19. Germany Nurnberg-Furth (3)...	1.35	50. Dela 900 A, C, E, F.....	1.40
20. " Nurnberg - 45 diff. octagon	6.16	51. Oregon - 48 diff (incl 700 A,B)	10.15
21. 25 mixed 16mm. U.S.....	No Bid	52. South Carolina - 17 diff..... No B.	
22. Ark 435 D & Calif 575 A.....	1.87	53. Utah - 17 diff.....	3.00
23. Calif 625 A & Conn 290 E....	2.15	54. Wyo 100 CDEFH, 120 CEFGHI.....	3.00
24. Ill 795 A.....	1.06	55. Wisc 790 B (scratched on rev.)..	4.07
25. Ky 510 AA.....	3.05	56. N.Y. 695 A.....	2.00
26. Maine 740 A & Md 60 T.....	.90	57. Wash 250 A.....	2.05
27. Mo 140 A.....	.55	58. Wash 775 A.....	2.15
28. NJ 310 A & NY 260 C.....	No Bid	59. Ky 510 BE.....	.30
29. Ohio 175 N & 860 D.....	2.25	60. Wash 80 D,E,G.....	No B.
30. Pa 195 E & 480 B.....	1.85	61. Oregon 480 A (Uncirculated)....	1.00
31. Va 20 A.....	.80	62. 25 diff. U.S. 16mm.....	2.50
		63. 25 diff. U.S. 16mm.....	2.55

Tokens are still bringing good prices well above the Catalog listing. The tokens in this sale--the largest transportation token auction yet held--invariably brought prices higher than the list price. The bidding was extremely close on a number of the better lots, and in many cases there were ties. In the latter case, the lot goes to the bid which was received first. Thus it is of obvious advantage to mail in bids early.

It will be interesting to see the prices brought by tokens in the A.V.A. sale, to be held August 19. The lots for this sale are listed elsewhere in this issue. Please mail in your bids early, and be sure to read the Auction Rules, also printed elsewhere in this issue.

AUCTION RULES

1. Auctions shall be conducted by American Vecturist Association through an Auction Committee appointed by the President. Such auctions shall be conducted at such times and places as the Committee may decide, and notice thereof shall be given to the members of A.V.A. by timely publication in The Fare Box. Such notices shall specify lot numbers, the contents of each lot by Atwood Check List designations, and the latest Check List valuations of each lot. The condition of all material shall, unless otherwise noted, be understood to be fine or better.

2. Material for said auctions acceptable to the Committee, may be submitted by any member of A.V.A., who shall act the same in a manner acceptable to the Committee. All such material shall be sold without reserve or minimum bid. The consignor shall receive the proceeds realized, less ten per cent retained by A.V.A. as its commission.

3. Bids shall be made by mail only, and shall be contained in a postpaid envelope addressed to the designated person and place. Said envelope shall have on its face the following: "A.V.A. Mail Auction Bid." Bids may be submitted by members only. Bids shall be by lot and not by piece. No "buy" or "unlimited" bids shall be accepted. All bids received shall be opened at the designated time and place by the person to whom they have been addressed, in the presence of at least one other member of A.V.A. Any members present shall have the privilege of examining any and all bids submitted for that auction.

4. Lots shall be awarded to the highest bidder, and in the event of a tie, to the bid bearing the earlier postmark. It shall be understood that by making bids, a member agrees that he will promptly pay for all lots for which he is the successful bidder, plus actual cost of mailing and insurance. The purchaser shall not be required to pay any commission or service charge.

5. The results of each auction shall be published in The Fare Box as soon as possible thereafter, giving lot numbers and the amount of the respective successful bids.

The above rules have been approved in full by the Executive Board of the A.V.A., and shall hold for all auctions held by the American Vecturist Association. Members of the A.V.A. should not confuse the auctions of the Seattle Transportation Token Club with those of the American Vecturist Association. The auctions of the A.V.A. are the official auctions of the national association, and as such are open to bid by any member of the A.V.A. The list of material for all such auctions will be published in The Fare Box. The auctions of the Seattle Club are open only to bidding by the members of that organization, and have no official connection with the A.V.A. The Fare Box prints the list of prices realized for the Seattle auctions as a service for its readers because of the obvious importance of such information, but it is hoped that no one will confuse the auctions of the two organizations, because they are held entirely independent of each other.

It is hoped that every member of the American Vecturist Association will avail himself of the splendid opportunity of obtaining good tokens through the auction to be held August 19. This will be the first A.V.A. auction, and there is plenty of high class material. Remember there is no minimum; you may bid as low or as high as you wish on each lot. Here is an excellent opportunity for those who have few duplicates to obtain some rare tokens for their collections.

The catalogue value is listed beside each lot solely for the convenience of members. You may bid below or above this amount.

The list of prices realized will appear in the September issue of The Fare Box.

AUCTION OF THE AMERICAN VECTURIST ASSOCIATION
To Be Held August 19, 1950

Bids must be received before August 19, 1950; bids should be mailed to:

MR. FLOYD O. BARNETT
2731 LYNDALE AVENUE SOUTH
MINNEAPOLIS 8, MINNESOTA

Mr. Barnett has been designated officially by the President of the A.V.A. to receive the bids, which will be opened as laid down in the Rules. Be sure to mark the envelope plainly as a bid for the auction.

Lot No.	Atwood Number	Cat. value	Lot No.	Atwood Number	Cat. value
1.	Ariz 640 A	\$1.50	36.	Va 620 E	\$0.50
2.	Calif 395 A	.50	37.	Wash 10 A	.50
3.	Calif 535 C	1.00	38.	Wash 340 A	.50
4.	Calif 575 C	1.00	39.	Wisc 510 F	1.00
5.	Calif 775 B	.50	40.	Canada Ontario 860 A	.50
6.	Dela 900 A	.75	41.	Ala 560 A	1.00
7.	Fla 530 C	.50	42.	Ala 560 B	1.00
8.	Ill 130 C	1.00	43.	Calif 630 B	1.00
9.	Ill 150 D	.75	44.	Ill 150 A (thin)	1.50
10.	Ill 460 A	.75	45.	Ill 795 A	1.00
11.	Ill 760 C	.50	46.	Ill 795 B	1.00
12.	Ind 390 A	1.00	47.	Ill 795 I	1.00
13.	Ind 980 B	.50	48.	Ind 180 A	1.50
14.	Ind 660 A B C D E	.55	49.	Iowa 150 B	.75
15.	Iowa 930 B	1.00	50.	Iowa 150 C	.75
16.	Mass 50 A	1.00	51.	Iowa 300 E	.25
17.	Mich 370 D	.75	52.	Iowa 300 F	.25
18.	Mich 370 G	.75	53.	Ky 510 B	1.50
19.	Minn 245 A (thick & thin)	.50	54.	Md 60 B	1.00
20.	Minn 620 B	1.00	55.	Mass 115 J	3.50
21.	Minn 620 C	1.00	56.	Mich 470 A	1.00
22.	Minn 620 B C	1.00	57.	Mich 470 B (thick)	1.00
23.	Minn 760 H	.75	58.	Mich 470 B (thin)	1.00
24.	Nebr 440 E	1.00	59.	Minn 540 O	.35
25.	N.Y. 690 A	.50	60.	N.J. 115 A	1.00
26.	Ohio 440 A C D	.95	61.	N.Y. 630 E	.75
27.	Ohio 860 H	.50	62.	N.Y. 630 M	.75
28.	Pa 150 A	.50	63.	Ohio 175 N	.25
29.	Pa 565 A B C D E	.50	64.	Oklahoma 640 A	1.00
30.	Pa 480 A	1.00	65.	Pa 725 C (dots)	1.00
31.	S.C. 110 A	1.00	66.	Pa 750 E	1.00
32.	Tenn 375 D	1.00	67.	Pa 765 B	1.50
33.	Tenn 430 A	2.00	68.	Va 620 L	.50
34.	Tenn 430 A error	--	69.	Va 620 M	.25
35.	Texas 255 D	.50	70.	Nova Scotia 450 A	.50

AUGUST MEETING IN MINNEAPOLIS

The American Vecturist Association will hold its regular quarterly convention on August 19, 1950, in the Twin Cities. Quincy Laflin and Floyd Barnett have arranged to have the meeting from 1 p.m. to Midnight, on August 19, in the air-conditioned Evergreen Room of the Curtis Hotel in Minneapolis. This should be one of the best meetings yet. All token collectors are urged to attend and, if possible, to bring some duplicates along. Non-members as well as members will be welcome.

Supplement to the National Check & Premium List

By Roland C. Atwood

CONNECTICUT

New Britain 290 (reported by Morton Dawson)
K WM 16 Bar East Street Bus Line (bus) \$0.10
Good For One Fare (bus)

GEORGIA

Augusta 70 (reported by Arthur D. Jordan, Jr.)
D Bz 16 Ball Augusta Coach Co. Augusta, Ga. A .10
Good For One Fare A
Macon 580 (reported by Arthur D. Jordan, Jr.)
G Bz 16 Ball Bloomingdale Bus Line Macon, Ga. T .10
Good For One Fare T

KENTUCKY

Ashland 10 (reported by H. C. Laible)
P o Fm 22 Sd Ashland St. Ry. Co. 2.00
One Fare

NEBRASKA

Lincoln 540 (reported by Robert M. Butler)
W WM 23 Bar Lincoln City Lines, Inc. (bus) .10
Good For One Fare (bus)

NORTH CAROLINA

Raleigh 660 (reported by Ralph Winant)
B WM 16 W-sc White Transportation Co. Raleigh .10
Good For One Fare

OREGON

Pendleton 680 (reported by Arthur D. Jordan, Jr.)
B WM 16 P-sc Pendleton Rapid Transit .10
Good For One Bus Fare (lined background)

WISCONSIN

Manitowoc 420 (reported by M. O. Carmichael)
B Bz 23 S-sc Safe Way Motor Manitowoc, Wis. .10
Good For One Fare

WILL SWAP 100 different U.S. & Foreign tokens for 100 16mm. tokens not necessarily all different. First 10 swaps get a Wichita Falls error token.

Kenneth Smith - P.O. Box 326 - Lewisville, Arkansas

WANTED - July 1947 (Volume 1, No. 1) and September 1947 (Vol. 1, No. 3) issues of The Fare Box. Contact -

Paul Fouts - 609 Peoples Building - Seattle 1, Washington

WILL PAY top prices for tokens I can use. Both rare and common tokens needed. All letters answered.

Ivan B. Cline - 1117 West Virginia Street - Evansville 10, Indiana

HAVE A one-year-old Atwood Check List for sale for best offer, complete. Also have some back numbers of The Fare Box.

Albert T. Cartmell - 2647 East 8th Street - Kansas City 1, Missouri

I HAVE OREGON 680 S to sell at 15¢ each, postpaid. Has been obsolete for 3 years.

Frank Guernsey - 2000 N.E. 58th Avenue - Portland 13, Oregon

HAVE TWO March 1948 issues of The Fare Box. First come first served; send stamped envelope to P.O. Box 597 - Seattle 11, Washington.

WANT ONE COPY OF JULY 1947 FARE BOX. WILL PAY VERY GOOD PRICE FOR SAME.

Floyd L. Johnson - 964 Whittier Road - Spencerport, New York

HAVE FOR A TRADE THE FOLLOWING TOKENS: Comp 215 B; Wash 10 A; Wash 250 A; Wash 340 A and B; Hawaii 330 A. Will pay cash for some of the oldies that I can use.
E. C. Rudolph, SPTC 6, A.V.A. 36 - 507 North 34th - Seattle 3, Washington

TWIN CITY MEETING OF JUNE 11, 1950
By Quincy A. Laflin, A.V.A. #49

Our monthly meeting was held at the home of our friend Tex Barnett Sunday, June 11, 1950. The following vecturists attending were Kurtz, Barracough, Chesney, Butler, Snyder, Barnett, and myself. We had several points of interest to discuss so got down to business immediately.

As the Convention of the A.V.A. will be held in Minneapolis August 19, 1950, we decided on having it held at the Curtis Hotel and also that a banquet supper will take place in the main dining room at 6:00 p.m. at which affair the wives (or husbands) of all vecturists attending will be invited.

We also discussed the slate of nominations for future officers of the A.V.A., inasmuch as I'm on the Nominating Committee and wanted to know the views of my fellow vecturists. Very favorable candidates were submitted to me as possibilities and coincided very well with my viewpoint.

Last but not least we laid the ground work for a future club which will be known as "Midwest Transportation Token & Ticket Club" and will operate under the A.V.A. We appointed Mr. Butler as temporary Secretary & Treasurer and all chipped in \$1.00 each to start the ball rolling. Our fee to those interested will be \$1.00 for the remainder of the year which will include the Initiation Fee. We discussed a constitution and by-laws to be drawn up by Mr. Butler and submitted at our next meeting for approval of all members. Officers will be elected later. Our club M.T.T.T.C. will become official August 19 or thereafter. Applications for Charter Members will be held open for an undisclosed length of time to be decided at next meeting.

A very fine supper was prepared by Mrs. Barnett and following a bit of trading, buying, and selling, the meeting was adjourned and each went his way feeling that the meeting was quite a success.

REPORT FROM THE SECRETARY

Greetings. The first six months of 1950 have come to an end; guess it was not too bad for me--added 247 to my collection, but quite a ways to go to reach my goal of 400 this year. Since the 1st of January I have received 24 new applications for membership. Only one application is pending now--and have collected dues from 66 members. This is not bad, but I am sure there are others who would like to join with us. Won't you get us one new member each?

I would like to extend an invitation to any member who may get down to this part of the U.S. on his vacation to drop in and see me. I believe there should be a few extra bottles of "red soda pop" in brown bottles in the old frigidaire. Then again, we could talk tokens for awhile.

The cost of having The Fare Box sent out to be mimeographed each month is costing this Association quite a sum. As some of you know, I have appointed myself as a committee of one to contact the members and raise enough money to purchase this Association a mimeograph machine. At this writing I have raised about \$60.00. As I do not want to miss any of you, I would like to ask that you mail me your donations, and I will mail them to Mr. Coffee when I have the whole amount.

Fraternally yours,
Ercy L. Kimmons, Secretary of the A.V.A.

Check List of Foreign Transportation Tokens

1950

ENGLAND (continued)BURSLEDON 130 (continued)

C o C-blue	22 Sd	Bursledon Bridge 1/6	\$1.00
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BURY 140

A C-dk. brown	32 Sd	Bury Corporation Tramways 1d. (blank)	.25
B C-lt. brown	32 Sd	Bury Corporation Tramways 1d. (blank)	.25
C C-pink	32 Sd	Bury Corporation Tramways 1½d. (blank)	.25
D C-lemon	32 Sd	Bury Corporation Tramways 2d. (blank)	.25
E C-yellow	32 Sd	Bury Corporation Tramways 2d. (blank)	.25
F C-lt. blue	32 Sd	Bury Corporation Tramways 2½d. (blank)	.25
G C-white	32 Sd	Bury Corporation Tramways 3d. (blank)	.25
H C-blue	22 Sd	Bury Corporation Tramways (arms) ½d.	.20
I C-red	22 Sd	Bury Corporation Tramways (arms) 1d. (2 var. - long & short "1")	.20
J o Brass	0c Sd	Bury Corporation Tramways ½d. G.P.O. (blank)	.75
K o Brass	0c Sd	Bury Corporation Tramways 1d. G.P.O. 1d. (counterstamped)	.75
L o Brass	33 Sd	Bury Corporation Tramways GPO (in monogram) (blank)	.75
M C-green	22 Sd	Bury Corporation Tramways (arms) 2d.	.20
N C-dk. blue	22 Sd	Bury Corporation Tramways (arms) ½d.	.20
O C-violet	22 Sd	Bury Corporation Tramways (arms) ½d. (2 var. - large & small "½d.")	.20
P o Brass	30 Pcs	Bury Corporation Tramways Employee's Pass (blank) (numerals counterstamped on obverse)	1.00
Q F-red	22 Sd	Bury Corporation Tramways (arms) 1d.	.20
R P-lt. red	22 Sd	Bury Corporation Tramways (arms) 1d.	.20
S C-lt. blue	22 Sd	Bury Corporation Tramways (arms) ½d.	.20
T C-dk. blue	22 Sd	Bury Corporation Tramways (arms) ½d.	.20
U C-olive	22 Sd	Bury Corporation Tramways (arms) 2d.	.20

CHATHAM 150

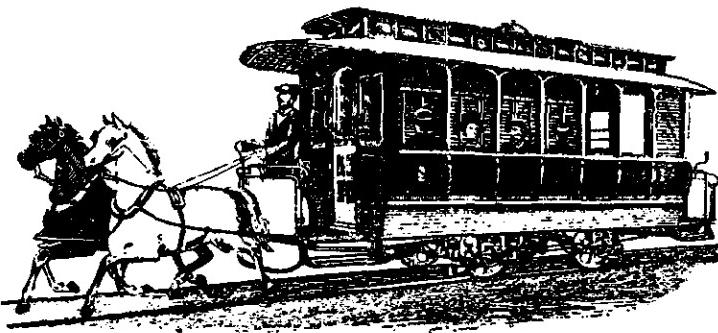
A o C-brown	25 Sd	Chatham & District Light Railway Co. For School Children Only 1½d.	.75
B o C-pink	25 Sd	Chatham & District Light Railway Co. For School Children Only 1d.	.7
C o C-green	25 Sd	Chatham & District Light Railway Co. For School Children Only 1d.	.75

CHESTER	160				
A o C-red	22 Sd	Chester Corporation Tramways (arms)	.20		
		1d.			
B o C-dk. blue	22 Sd	Chester Corporation Tramways (arms)	.20		
		1d.			
C o C-lt. brown	22 Sd	Chester Corporation Tramways (arms)	.20		
		1½d.			
D o C-black	22 Sd	Chester Corporation Tramways (arms)	.20		
		1½d.			
E o C-lt. blue	22 Sd	Chester Corporation Tramways (arms)	.20		
		1d.			
F o C-lt. red	22 Sd	Chester Corporation Tramways (arms)	.20		
		1d.			
CHESTERFIELD	170				
A C-lt. green	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		1½d.			
B C-lemon	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		1d.			
C C-marcon	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		1d.			
D C-green	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		1½d.			
E V-black	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		2d.			
F F-lt. gray	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		3d.			
G C-red	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		1d.			
H C-dk. blue	22 Sd	Chesterfield Corporation Tramways (design)	.20		
		3d.			
I C-red	22 Sd	Chesterfield Corporation Transport (design)	.20		
		1d.			
J C-dk. blue	22 Sd	Chesterfield Corporation Transport (design)	.20		
		2d.			
K C-dk. green	22 Sd	Chesterfield Corporation Transport (design)	.20		
		1½d.			
COLNE	180				
A F-lt. brown	22 Sd	Colne Corporation Light Railways	.20		
		1d.			
COWES	190				
A o Zinc	32 Pc	Cowes Bridge ½d. (blank)	1.00		
B o Zinc	Sq Sd	Cowes Bridge 1d. (blank)	1.00		
C o Zinc	50 Sd	Cowes Bridge 2d. (blank)(2 var. of decorations)	1.00		
D o Zinc	32 Sd	Cowes Ferry ½d. (blank)	1.00		
E o Zinc	Sq Sd	Cowes Ferry 1d. (blank)	1.00		
F o Zinc	3½ Sd	Cowes Ferry 1d. (blank)	1.00		
G o Zinc	Ob Sd	Cowes Ferry 1½d. (blank)(2 var. - round & square corners)	1.00		
H o Zinc	2½ Sd	Cowes Ferry 1½d. (blank)	1.00		
I o Zinc	32 Sd	Cowes Bridge ½d. (blank)	1.00		

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 4

AUGUST, 1950

NUMBER 8

Until September 15, 1950, all mail intended for The Fare Box should be addressed:
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA 6, WASHINGTON

Roland C. Atwood, Compiler of the National Check & Premium List and New Issues Editor of The Fare Box, has recently returned to California after a long trip which took him over most of Alaska. He obtained a number of new tokens for his collection, and on the way home he purchased the collection of Charles Lamb--except for the foreign tokens, which Mr. Lamb will continue to collect. From this collection Atwood says he added ten more to his own collection which is remarkable, inasmuch as Atwood's collection is the largest transportation token collection in the world. He now has over six thousand different fare tokens in his enormous collection, and is still going strong. Truly a magnificent accomplishment!

Mr. Max M. Schwartz, President of the American Vecturist Association, has been touring the country with his family and stopped for several days in Seattle, where he made the acquaintance of the Seattle collectors at a dinner given at Gus Nilson's place. The meal itself was excellent, as the Editor can attest from personal experience. Afterward we retired to the basement where Mr. Schwartz showed some of his rare tokens. His collections of Baltimore and New York City are nearly complete, but the catalog of his rarities extends far beyond there, and we had the opportunity of viewing many tokens which until now we had never seen 'in the flesh'. There was an animated discussion of many aspects of the hobby which was quite profitable in a number of respects.

Previous to coming to Seattle, Schwartz met Roland Atwood and R. L. Moore, the founder of The Fare Box, in San Francisco where, for the first time, A.V.A. numbers 1, 2, and 3, were all together.

Make your next stop the Curtis Hotel in Minneapolis where the Eighty Quarterly Convention of the American Vecturist Association will be held from 1 p.m. to Midnight in the air-conditioned Evergreen Room on August 19. Everyone interested in fare tokens is hereby cordially invited to attend, whether or not a member of the Association. Among those present will be President Schwartz and Kenneth Smith, owner of the second largest collection in the world.

And a last-minute reminder which is of extreme importance. Be sure to have your bids mailed soon for the big auction of the A.V.A. which is to be held on August 19. The sooner you mail your bids, the better for all concerned, especially yourself. There is plenty of good material in this auction, and something for everyone. Watch for the list of prices realized in the next issue. Meanwhile drop a letter to your Editor and give us your news, views, and comments.

I have a small supply of the recent Macon and Augusta, Ga., new issues (Ga 70 D and Ga 880 E,F,G). Will send to interested collectors for a dime each and a stamped envelope. Let's exchange want lists.

A. D. Jordan, Jr. - 1208 North Avenue, N.E. Atlanta, Georgia
Pa 518 E 15¢; U.S. T.T.'s 100 diff. \$7.50; 200 diff. \$14.00; 300 diff. \$27.50;
400 diff. \$37.50; 500 diff. \$45.00. August offerings only.

Clyde A. Logsdon - 724 Bancroft Street Omaha 8, Nebraska
Special offers for this month: Pa 480 F 25¢; Okla 340 A 15¢; Va 620 B 15¢;
NY 945 F 25¢; Ohio 175 N 25¢; Wash 480 A 15¢; Okla 610 B 25¢; Conn 290 E 25¢;
Va 720 C 25¢; Tenn 600 F 15¢; Hawaii 330 B 15¢; NY 890 A 15¢; Ky 510 AH 25¢; AJ 25¢;
Ala 800 A 15¢; Pa 495 G 15¢; DC 500 V 50¢; Conn 35 A 15¢; Ohio 440 C 50¢; Tenn 375 B
\$1.25; Calif 745 E (poor cond.) 15¢; Tenn 375 C (poor cond.) 35¢. First come, first
served. Cash or trade. Postage extra under 50¢ orders.

John M. Coffee, Jr. - 4104 Sixth Avenue Tacoma 6, Washington

NEW MEMBERS

105. Harold T. Chesney - 4653 Ewing Avenue - South Minneapolis 10, Minn.

CHANGE OF ADDRESS

Eroy L. Kimmons - 521 East Live Oak Street Austin 4, Texas
Max M. Schwartz - Room 618, 147 West 42nd Street New York 18, N.Y.

THE GRANITE CITY RAILWAY OF ST. CLOUD, MINN. By Quincy A. Laflin

Back in 1891 St. Cloud, Minn., formulated the Public Service System. Tracks were laid from 5th to 9th Avenue, then on 3rd Street to the Dam and met the Great Northern Depot. The streetcars were pulled by a white mule, and more than once the people had to shovel the snow and help push the streetcar to keep it moving. The fare was five cents at that time. There were 18 cars and 4 runs. In 1894 A. G. Whitney was president and Clark was General Superintendent. The tracks were then extended to Waite Park which made $8\frac{1}{2}$ miles of track. The fare to Waite Park was 7 cents cash and the regular fare was 5 cents. The streetcars were open vestibule Birney affairs with wood heated stoves for warmth. Later about 1896 electricity took over and the company purchased open trailers in which trainmen and shopmen rode along with freight and baggage. In 1922 the Northern States Power Co. took over. Tickets were issued and later, from 1926 to 1936, tokens were used. These are MINN 730 A,B,C. They were sold at 2 for 15¢. Up until 1946 the streetcar system was a poorly paying proposition; so in that year the streetcars were discarded in favor of buses, which are still used. The Raymond Brothers took over in 1936 and operated until 1948 when the present operators took over. Tokens at the present time are 6 for 50¢. To the knowledge of old timers, no tokens were used back in the horsecar days, and this is quite probable because St. Cloud, "The Granite City," was perhaps the smallest city to use streetcars and suffered severe hardships in maintaining a system at all let alone purchasing tokens for the convenience of its riders. Even the tokens listed as MINN 730 A,B,C, are very scarce and hard to secure, as they were supposedly destroyed by Northern States Power Company back in 1936.

Starting in this issue, Kenneth Smith will run a series of articles of the transportation tokens of Sweden. The fare tokens of this northern nation are among the most interesting in the world. There are hundreds of them from Stockholm alone, of all shapes, sizes, and metals. This series of articles is of extreme importance, and its publication adds immensely to the catalogue of information available on the fare tokens of the world. To my knowledge, this will be the first lengthy discussion of these tokens ever published in the English language.

PRE-1890 TRANSPORTATION TOKENS OF SWEDEN

By Kenneth Smith

I recently acquired what is to be believed the finest collection of early Swedish transportation tokens with catalogs dating from 1872 to 1890. The following will consist of notes on the various early companies gleaned from the early catalogs and especially miscellaneous pieces such as newspaper clippings, etc.

A. Early omnibus tokens of Stockholm. All the notes I have on these early tokens are in Swedish and I hope my translations are correct. Until 1852 there had been only infrequent and not continuous omnibus services in Stockholm. In 1852 the first regular continuous year-round omnibus service started with the Kungsholm's Omnibus. (1) Kungsholms Omnibus operated from Kungsholmstog to Riddarhustargt and used brass oval tokens good for 5 ore. The first set of tokens was used from 1852 to 1860; obverse: KUNGSHOLMS OMNIBUS 1852. Reverse: two lines and dot in an oval frame. The reverses come with a wavy ruffle-like frame and without this frame (2 varieties). There are varieties of these two tokens used for special purposes bearing the counterstamps P and B. Both types were counterstamped B for the use of a Mr. Boman when he was making his inspection rides. These tokens for inspectors served a useful purpose of making sure that the inspectors did not do some armchair riding, and really did make their trips. The tokens stamped P were for Akaren Pettersson, the chief inspector & traffic director; these come in both types also. In 1860 a new type was placed in use, reading KUNGSHOLMS OMNIBUS 1860. These are of brass, and are round. The reverse is blank. These tokens were used until 1865, at which time the company ceased omnibus operations. (2) In 1853 there was started the Jacob and Johannes Omnibus Company for passenger traffic from David Bogares Gate through Regeringsgatan to Slussplanen. This company folded up in 1862 and used only one type of token for the through fare of 14 ore. This token was little used and quite scarce. Obverse: JACOB OCH JOHANNES 1853 O.B. (Omnibus - Bolag). Round & Brass. (3) In 1853 there was formed the Norra Omnibus Company for passenger traffic from Adolph Fredriks Kyrkplan to Slussplanen. Tokens for the through fare of 12 ore were placed in use. The line operated 2 carriages in 1853 and at no time had more than 4 carriages in operation. Two tokens were used of the same type, but one of brass, and the other of copper. Both are oval with blank reverse. Obverse: STOCKH NORRA OMNIBUS - 1853. (4) On the first of May, 1854, the Ladugardslands Omnibus Company started operations from the Grefgatan to Slussplanen districts. In 1856 they obtained a through fare rate raise to 12 ore and placed in use a copper token reading LADUGARDS LANDET. Since their route followed the same route in the highly settled Slussplanen district, they operated a split schedule with the Norra Omnibus Company and each honored the other's tokens. On June 1, 1862, the fare was increased from 12 ore to 15 ore for a through trip, and the LADUGARDS LANDET tokens were counterstamped with OM5 BO6 on the reverse. Norra Omnibus and Ladugards Landet tokens without the counterstamp were only honored for 12 ore and the passenger had to find another 3 ore. With the counterstamp, the tokens were good for the full 15 ore fare. Due to time lost by checking tokens and passenger complaints, the few tokens left were withdrawn on March 15, 1863. The company continued operations until March 15, 1869 when, because of heavy operating losses, it folded up. The tokens are oval and copper, with blank reverse except for those with counterstamp. (5) In 1854 the Maria Omnibus Company started operations from Sodermalmstorg to Hornstull Gate; in 1859 they expanded to Hornstull. They operated open carriages at first but later enclosed them. They used one type of token, good for the 25 ore fare from Sodermalmstorg to Hornstull, which was probably obsolete by 1859 when the line was extended to Hornstull. The token is brass and round. Obverse: MARIA OMNIBUS. Varieties of this token appear with L and OAR counterstamped. The L was for P. J. Liljander, whose connection with the company is uncertain. Those with OAR are very scarce; the letters stand for Olaf Abrahamsson Risberg, the company's chief inspector and traffic director. No data is available as to when the company discontinued operations. (6) In 1861 S. Andersson started an omnibus service between Sodermalmstorg and Skanstull and used a token good for 25 ore. This service lasted only a short time and the lone token it issued is scarce. The token is round and brass with a blank reverse. Obverse: GOTHGATAN S.A. OMNIBUSSAR. The S.A. stands for the owner of the line, of course, who was also a carriage maker.

.13.

(7) In 1863, J. Westerling, a carriage-for-rent business proprietor, started a carriage service from Skeppstorchen through Jacobstorg to Stallmästargården Inn just beyond Norrtull. The line did not last long. The tokens were for 25 ore fares, circular, of brass with blank reverse. Obverse: J. WESTERLINGS OMNIBUS. Two varieties: with and without 25 counterstamped. (8) In 1866 the Haga Steamship Company organized a carriage service between Adolf Fredriks Kyrkplan and Haga and Solnedal with a 25 ore token being used. In 1871 the few remaining tokens were scrolled with a half-circular shape. The reason, I believe, was for a 5 ore increase in fare. These tokens are circular, brass, with blank reverse. Obverse: OMNIBUSSARNE NORDSTJERNAN HAGA DELFLIN OCH SOLNADAL 1866. Tokens with and without the scroll cut are equally rare.

B. Catalogue Identifications. In Swedish catalogs one runs across various abbreviations for the manufacturers of the tokens. I shall discuss the types of manufacturers handstamps appearing on the reverses of tokens used between 1850 and 1890. (1) The abbreviation SPa STA refers to an oval 9 by 16mm. ringed with dots. This handstamp reads C. C. Sporrong & Co. below it a six-leaf rose and below the rose the word STOCKHOLM. (2) The abbreviation SPa STb refers to an oval 9 by 15mm. ringed with dots. This handstamp reads C. C. Sporrong & Co.; below it STOCKHOLM and below that a six pointed star. (3) The abbreviation SPn ST1 refers to a circular handstamp of 15mm. diameter reading C. C. Sporrong & Co. at top and Stockholm at bottom, both between 2 circles. At the sides - one dot on each end. (4) The abbreviation SPn ST2 is like SPn ST1 except instead of 2 dots it has 2 small 5-pointed stars. (5) The abbreviation SPn ST3 is like SPn ST1 except instead of 2 dots it has 2 large 5-pointed stars. (6) The abbreviation SPn ST4 is like SPn ST1 except that instead of 2 dots it has 2 six-pointed stars. (7) The abbreviation SPn ST5 is like SPn ST1 except that it has 2 five leaf clovers instead of 2 dots. (8) The abbreviation SPn ST6 is like SPn ST1 but instead of the 2 dots it has 2 six leaf clovers. (9) The abbreviation PP SP is for a 17mm. diameter handstamp reading PASSAGERARE POLETT C. C. SPORRONG & CO. STOCKHOLM. (10) The abbreviation PP MOR is for a 17mm. diameter counterstamp reading PASSAGERARE POLETT S.V. O.L. MORELL & CO. STOCKHOLM. (11) The abbreviation S.O.M. is for a 15mm. counterstamp reading S.V.O.L. MORELL & CO. STOCKHOLM 24 FYRVERKAREGATAN 24. In my further articles on Swedish tokens I shall refer to the counterstamps by the Swedish catalog abbreviations alone.

C. Earliest Railway token of Sweden. The first railway token to be used in Sweden came into being on September 1, 1850, when a short railroad started operations from Christinehamns through Borgsjon to the landing docks at Sjorndan. This token was good for a 50 ore through trip fare and was probably discontinued about 1852. The token is circular, brass, with blank reverse. Obverse: CHRISTINEHAMM SJORNDAN around a picture of an old fashioned steam engine with its steam rising, and on each side of this is a five-pointed star. The token is very rare.

My next article will start with the early steamship tokens of Sweden. So far as I know, at least 512 different steamship tokens were used before 1890, of which 227 are from Stockholm alone, 51 from Gothenborg, 25 from Gefle, 89 from Sunderwalls, 64 from Soderhamm, and many other towns.

Mr. Troy L. Kimmons sends us an interesting letter he received from the East Texas Postal Workers Association in reply to a query regarding the old mule car line at MOSCOW, TEXAS. "Replying to your favor of some days ago relative to the old streetcar that used to run from the Depot to Moscow...when the town was known as Green's Post Office...regret to advise that I am sure there was (sic) no tokens used on this line. It was used mainly to haul cotton from Moscow to the depot and to haul freight from the depot to town. It was mule-powered on the East bound run which was up-grade and ran without the mule from Moscow down the grade to the depot. Unfortunately the mule died and the car line became inactive and has never been revived. The old rails and remains of the one and only car went into scrap metal drive before World War I." An extremely interesting bit of Americana!

Supplement to the National Check & Premium List

By Roland C. Atwood

ALABAMA

Decatur 220 (reported by Max M. Schwartz)
N 4 23 Ch Decatur City Lines Alabama \$0.10
Good For One School Fare

CONNECTICUT

Bristol 40 (reported by Paul Ginther)
A B 23 B-sc Bristol Traction Co. .10
Good For One Fare

IDAHO

Boise 100 (reported by Ralph Freiberg)
P WM 23 B Boise Bus Company .10
Good For One Fare

ILLINOIS

Chicago 150 (reported by E. L. Kimmons)
S WM 16 Ball Chicago Transit Authority CTA .10
Surface System Token CTA

IOWA

Vinton 910 (reported by Walter W. Underwood)
A WM 16 Bar Vinton Bus Line (bus) .10
Good For One Fare (bus)

KANSAS

Wichita 970 (reported by Frank Greene)
H B 20 Bar Suburban Transportation Co. (bus) .10
Good For One Fare (bus)

MAINE

Augusta 40 (reported by H. C. Laible)
A B 16 Sd Maine Central Bus Lines (Capitol Building) .15
Good For One Fare

OHIO

Chillicothe 160 (reported by Chris J. Cook)
E WM 16 P Public Transport, Inc. Chillicothe, O. .10
Good For One Fare 11 for 50¢

PENNSYLVANIA

Bradford 110 (reported by R. K. Frisbee)
H Bz 20 B Bradford Transportation System, Inc. .10
Good For One School Fare

Lancaster 525 (reported by Frank Greene)
O WM 16 Ball Conestoga Transportation Co. C .10
Good For One Fare C (copper-plated)

Philadelphia 750 (reported by B. H. Baake, Jr.)
AO B 20 Sd Philadelphia PTC .10
PTC

Uniontown 930 (reported by M. B. McRobie)
C (not reported) Panzera Bus Service Uniontown, Pa. (bus) .10
Good For One Ten Cent Fare

TEXAS

Waco 950 (reported by E. L. Kimmons)
C WM 16 Bar Waco Transit Co. Waco, Texas (bus) .10
Good For One Fare (bus)

33.

VIRGINIA - No. 4 Carolina

Roanoke 73067 (reported by R. K. Frisbee)
EB WM 223 A Roanoke Transit Co.
Good For One Fare

\$0.10

WISCONSIN

Two Rivers 900 (reported by Gus Nilson)
AE WM 23 Bar Two Rivers Transit, Inc. (bus)
Good For One Fare (bus)

.10

DISTRICT OF COLUMBIA

Washington 500 (reported by B. H. Baake, Jr.)
AE WM 16 Bar Capital Transit D. of C.
One Fare Dist. of Col.

.15

UNIDENTIFIED (reported by E. L. Kimmons)

43. B 24 Sd Far North Transportation Co. One Fare
(same as obverse)

.50

ENGLAND

Bristol 110 (reported by Basil Brandon)
W Gm 22 Sd B. T. & C. C. Ltd.
Bristol Education Committee Ltd.

.20

CORRECTIONS

On Utah 525 B, "company" is spelled out (not "co."). Waxahachie, Texas, is 955, not 995. The new East Street Bus Line token of New Britain, Conn., should be numbered CONN 290 K, not F as listed recently.

Kindly report exact description of all new issues to the New Issues Editor:
Roland C. Atwood - P.O. Box 621 - Hollywood 28, California

Likewise, kindly report any new minor varieties discovered to the Varieties Editor:
Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio

If any reader is interested in having an explanation of any of the symbols used in classifying fare tokens (such as in the Supplement to the Check List), he is invited to contact the Editor of The Fare Box, who will do his best to answer any questions.

BACK NUMBERS

The announcement in the June issue relative to back numbers of The Fare Box brought a tremendous response, and, unfortunately, only a small percentage of orders could be filled due to the small quantity of each issue on hand at that time. The only back issues still on hand are as follows (10¢ each to members):

August	1948	November	1949
January	1949	April	1950
February	1949	May	1950
June	1949	June	1950
October	1949	July	1950

As an example of the great demand for certain back numbers of this news-letter, I have been offered \$1.50 each for the March, April, or May, 1949, issues. But am unable to fill even that remarkable request. If you want back issues, write a collector who is selling his collection, or use your free ad privilege.

ENGLAND (continued)

CROYDON 200

A o Brass	27 Sd	Croydon Tramway Company 2d. J. Alder Draper Croydon	\$1.00
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DARLINGTON 210

A o Brass	Ov Sd	Darlington Street Railroad Co. Limited Train's Patent (horsecar and arch)	1.00
B o C-red	22 Sd	County Borough of Darlington (arms) 1d.	.20
C o C-lt. blue	22 Sd	County Borough of Darlington (arms) 1½d.	.20
D o C-lemon	22 Sd	County Borough of Darlington (arms) 2d.	.20
E o C-black	22 Sd	County Borough of Darlington (arms) ½d.	.20
F o C-yellow	22 Sd	County Borough of Darlington (arms) 2d.	.20

DARWEN 215

A o C-green	26 Sd	Darwen Transport ½d. (arms)	.20
B o C-red	26 Sd	Darwen Transport 1d. (arms) (2 var. - regular and transparent)	.20
C o C-yellow	26 Sd	Darwen Transport 1½d. (arms)	.20
D o C-blue	26 Sd	Darwen Transport 2d. (arms)	.20

DERBY 220

A o Aluminum	Oc Sd	Derby Corporation Omnibuses Prepaid (blank)	.20
B o Brass	Oc Sd	Derby Corporation Omnibuses Prepaid (blank)	.20
C o Brass	28 Sd	Derby Corporation Omnibuses Prepaid ½d. (blank)	.20
D o Brass	Oc Sd	Derby Corporation Tramways Prepaid (blank)	.20

DESFORD 225

A o Copper	Ov Sd	L & S Railway Desford 1824 (blank)	1.00
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DEWSBURY 230

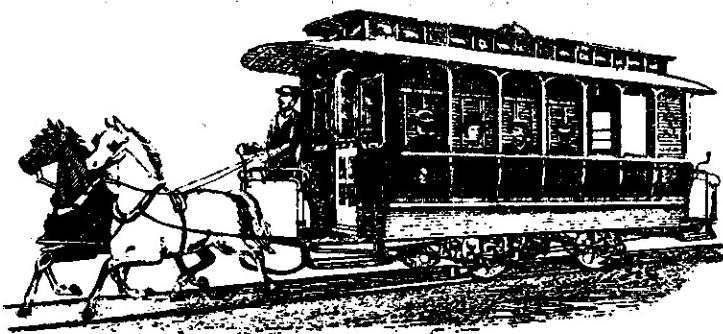
A o Brass	28 Sd	The Yorkshire Electric Tramways Wollen District ½d. (blank)	1.00
B o Copper	28 Sd	The Yorkshire Electric Tramways Wollen District ½d. (blank)	1.00
C o Brass	32 Sd	The Yorkshire Electric Tramways Wollen District 1d. (blank)	1.00
D o Copper	32 Sd	The Yorkshire Electric Tramways Wollen District 1d. (blank)	1.00
E o Brass	32 Sd	The Yorkshire Electric Tramways Wollen District 1½d. (blank)	1.00
F o Copper	32 Sd	The Yorkshire Electric Tramways Wollen District 1½d. (blank)	1.00
G o Brass	Ov Pc	Yorkshire Electric Tramways Ltd. Wollen District 1d.	.20

DEWSBURY (continued)			(page 18)
H o C-carmine	10 Sd	D. B. & B. Tramways Company 1d. (2 var. - wide & narrow 1)	.20
I o C-violet	22 Sd	Dewsbury & Ossett Tramways 1d. (2 var. - wide & narrow 1)	.20
J o C-yellow	22 Sd	Dewsbury & Ossett Tramways 1d.	.20
K o C-white	22 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
L o C-lt. green	22 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
M o C-dk. blue	22 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
N o C-red	20 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
O o Aluminum	29 Pc	Borough of Dewsbury No.- 1d.	1.00
P o Aluminum	0c Pc	Borough of Dewsbury No.- 1½d.	1.00
Q C-red	19 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
R C-orange	19 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
S C-maroon	20 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
T C-dk. brown	26 Sd	Dewsbury Gas Dept. (cartoon) 1d.	.20
U C-black	26 Sd	Dewsbury Gas Dept. (cartoon) 1½d.	.20
V o Aluminum	29 Sd	Borough of Dewsbury No.- 1d.	1.00
W o Aluminum	0c Sd	Borough of Dewsbury No.- 1½d.	1.00
X C-blue	19 Sd	Yorkshire (WD) Electric Tramways Ltd. (trademark) 1d.	.20
 DONCASTER 240			
A o Gray Enamel	24 Sd	D.T.C. (lion & flag) Don (Manufacturer's name)	.50
B o Red Enamel	24 Sd	D.T.C. (lion & flag) Don (Manufacturer's name)	.50
C o Blue Enamel	24 Sd	D.T.C. (lion & flag) Don (Manufacturer's name)	.50
D o Brass	24 Sd	D.T.C. (lion & flag) Don (Manufacturer's name)	.50
 DOVER 250			
A o Brass	29 Pc	Dover & Boulogne Packets Paid Check to be Returned (boat) F. J. Hiller	1.00
 EAST HAM 260			
A o C-lt. brown	22 Sd	Borough of East Ham Tramways (arms) 1d.	.50
 EGREMONT 270			
A o Copper	0v Sd	Egremont Ferry Compy. Servants Ticket No.-	1.00

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

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SUCCESSFUL MEETING IN MINNEAPOLIS

The Eighth quarterly meeting of the American Vecturist Association was held at Hotel Curtis, Minneapolis, Minn., on August 19, 1950. The meeting was called to order by President Max M. Schwartz at 2:30 p.m. In the absence of the Secretary, the Chairman appointed Mrs. Corinne M. Black to act as Secretary pro tem. Upon motion, the reading of the minutes of the previous meeting was dispensed with.

The Chairman outlined some of the business that had transpired at previous meetings which had been successively held at New York, Washington, Syracuse, Detroit, New York (again), West Hartford, and Pittsburgh. Three of those present had travelled thousands of miles and had attended every quarterly meeting to date. The Chairman called attention to the great value of these meetings held in various sections of the country but suggested that it might be wise for the Board to consider holding annual conventions in lieu of the present system. If the time and place of such meetings were announced sufficiently far in advance, a number of members had promised to plan their vacations so as to permit them to attend.

Communications were read from Edgar Levy and Eroy L. Kimmons and the suggestions therein contained were discussed at length and referred to the Board.

A report from the Treasurer was read detailing the receipts and disbursements for the first half of 1950, and showing a balance in the treasury as of July 1, 1950, of \$134.70. This report was accepted with thanks.

The Chairman discussed the remarkable growth of the organization since its inception two years ago, during which time it had grown to a membership of over 90; had acquired and continuously published The Fare Box each month; had adopted and printed a Constitution and By-Laws; had enacted a splendid Code of Ethics; and had successfully conducted its first auction pursuant to its previously enacted auction rules. In addition, a group of members had purchased all the unsold copies of Atwood's Check List and had made them available at a much lower cost. The distribution of the Check List was largely responsible for the increase in membership. Most important of all was the fact that the activities of the Association had knit all collectors into a well organized association that was bearing results beyond expectation in the growth of each member's collection and fund of knowledge. Much more remains to be accomplished through the continued hard work of the Board and the active cooperation of all members of the Association.

A report was read from the Nominating Committee, which consisted of Basil Brandon (chairman); R. K. Frisbee; Quincy A. Laflin; Donald B. Johns; and John M. Mackie, Jr. This committee had unanimously nominated the following as officers for 1951:

for President.....Frank C. Greene
for Vice President.....Edgar Levy
for Secretary.....Ercy L. Kimmons
for Treasurer.....Thomas F. Williamson
for Curator.....William L. Black

It was regularly moved by Kurtz and seconded by Kenneth Snyder that this report be accepted with thanks. Motion duly carried. There were no further nominations made from the floor, although an opportunity was afforded for that purpose.

It was moved by Kenneth Snyder and seconded by Bartlett that nominations be closed on September 30, 1950; that should no further nominations be received by that day by the President, formal balloting be dispensed with and in such event the person designated by the President to do so cast one ballot for the slate as nominated at the meeting to be held the fourth quarter of the year. Motion unanimously carried.

Report was read from Mr. Coffee, Editor of The Fare Box, of receipts and disbursements during the first half of 1950. This showed postage \$23.55; mimeographing, paper, and punching, \$38.60; and for stencils, stationery and miscellaneous, \$27.12; totalling \$89.27. Upon motion duly carried, the report was received with thanks and referred to the Board.

Mr. Kurtz announced that a group of members of the Association had recently completed the formation of the Midwest Token and Ticket Club and that this organization desired to become a member club of the A.V.A., but that he had been advised that the Constitution and By-Laws had made no provision for such contingency. Mr. Butler thereupon moved the adoption of the following amendments:

Resolved: That Section 1 or Article III of the Constitution and By-Laws be amended to read: "Article III Members. Section 1. Any individual of good moral character, eighteen years of age or over, and any local club, association, museum, library, or kindred organization whose purposes are consistent with those contained in this instrument shall be eligible for membership and, excepting for those who are now members, shall be elected thereto in accordance with the following provisions. That Section 2, of Article III be amended by adding at the end thereof the following: The application of any local club, association, museum, library, or kindred organization shall include the names and addresses of its officers; a statement of its objects and purposes, the date of its organization and such other information as may be prescribed by the Executive Board."

This motion was seconded by Mr. Kurtz. After due discussion, voted upon and the chairman declared them unanimously carried. They will be referred to the Executive Board for action.

Mr. Barnett announced the results of the first mail auction that had been concluded immediately prior to the meeting. These results were received with great interest and the Committee thanked for their labors.

Mr. Laflin announced that he and Mr. Barnett had made arrangements to continue our discussions until Midnight, if necessary, and that dinner would be served at 7 p.m. These gentlemen received the thanks of the meeting for their splendid efforts.

Acting on a motion made by Kenneth Smith and seconded by Mr. Chesney the meeting was adjourned at 4:55 p.m.

Respectfully submitted,

Corinne M. Black
Secretary pro tempore

PRICES REALIZED AT A.V.A. AUCTION OF AUGUST 19

1.	\$2.09	13.	\$1.60	25.	\$1.55	37.	\$0.75	49.	\$1.20	61.	\$1.80
2.	.40	14.	.55	26.	1.35	38.	.65	50.	1.20	62.	1.05
3.	.75	15.	1.30	27.	2.65	39.	2.05	51.	.55	63.	.25
4.	1.77	16.	1.05	28.	1.05	40.	.60	52.	.55	64.	.80
5.	.50	17.	1.55	29.	.75	41.	.80	53.	3.05	65.	3.05
6.	1.10	18.	1.55	30.	2.10	42.	1.05	54.	1.50	66.	1.30
7.	.65	19.	1.00	31.	2.05	43.	1.40	55.	5.37	67.	3.15
8.	1.30	20.	1.55	32.	1.00	44.	1.75	56.	1.15	68.	.60
9.	1.77	21.	1.55	33.	2.00	45.	1.00	57.	2.75	69.	.40
10.	1.00	22.	1.50	34.	1.50	46.	2.50	58.	1.10	70.	1.05
11.	.90	23.	1.80	35.	1.05	47.	1.80	59.	.75		
12.	1.65	24.	1.50	36.	.65	48.	2.35	60.	.80		

A description of the lots will be found in the July 1950 issue of The Fare Box.

REPORT OF THE AUCTION COMMITTEE

Twenty bid sheets were submitted. All lots were sold. One lot--65--received eleven bids. Several lots received eight and nine bids. In two cases there were tie bids and the earlier bidder was awarded the lot.

Some lots (2, 3, 41, 60, and 64) went for prices below catalogue value, others (5, 14, 32, 33, 45, and 63) were sold at exactly catalogue prices, but the other 59 brought prices in excess of catalogue. Twenty-three lots realized prices more than double catalogue, and four of them more than triple catalogue.

While these results are in no way conclusive as to the values of the transportation tokens sold, they do point to several conclusions that deserve attention: (a) Auctions are desired and are desirable. (b) Bargains may in some cases be obtained. (c) Catalogue prices of many items can bear study and revision.

The total amount realized was \$98.20 and when remittances have been received \$9.82 will be paid to the Treasurer of A.V.A. within 36 hours after the auction had been completed, all lots had been mailed to the respective purchaser and unsuccessful bidders had been advised to that effect.

INTRODUCING MR. CECIL F. MEYER

Mr. Meyer has recently joined that list of unfortunate individuals who are selling part of their collections. However, he will keep his collection of the state of Washington and a few other choice items, around which he hopes to build another collection sometime in the future. I asked him to write something about himself for the Fare Box readers, and his account follows:

"I started collecting tokens in 1943. At first I obtained just those that passed through the farebox. Of course, obtaining tokens in this manner was a slow process. However it was a great thrill each time a new token came to me, and at that time I had no knowledge of the extensive hobby of which I was becoming an ardent fan. The first token which I brought home and put into a little pill box was CALIF 575 E. Time passed, and then I started to buy from cashiers. All foreign tokens were put in a box, then it was a matter of beating Ed Rudolph to the foreign token box.

"At present I have over 2,500 U.S. and foreign tokens. My most notable token is NY 890 B, which I am keeping along with Washington State. My correspondence with token collectors has brought me some real friends and good pen pals."

Cecile Meyer intends to maintain an active interest in the hobby, and has always been one of the most respected and well-liked members of the Seattle Transportation Token Club--of which he was elected Secretary last month.

WANTED - All back issues of The Fare Box before 1950. Have 21 old booklets "Seeing Lancaster County (Pa.) By Trolley" issued in 1910. First come first served.

Daniel DiMichael - 427 Coates Street - Coatesville, Pennsylvania
A FEW more MICH 80 A have come to light. Prefer to trade, but will send postpaid for 50 cents.

Felix M. Church - 700 Seward Avenue - Detroit 2, Michigan
I WILL GLADLY send the new Bristol, Conn., token to anyone desiring them for 10¢ each plus a self-addressed stamped envelope. A commemorative stamp on the letter addressed to me would be greatly appreciated.

Paul Targonsky - 46 Norwood Street - Meriden, Connecticut
FOR SALE - 100 tokens consisting of a mixture of Okla 320 A, 640 B,C,D,E; Ind 660 A,B,C,D,E; Hawaii 240 C,D -- for \$3.00 plus postage to reduce stock. Summer Special while they last.

Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
FOR SALE or swap at catalogue - DC 500 P (75¢); Ohio 10 L (15¢); Scotland 450 AK (20¢); Scotland 450 BA (20¢); Hawaii 240 D (plain or SPZ) (10¢). Only one of each so hurry! What am I offered for Minn 540 B and D, catalogue #2.50 each. Best offer takes 'em. Also can furnish Fla 180 A,B,C, 300 C at 10¢ each. Orders under \$1.00 send stamped addressed envelope, please.

W. Gordon Robertson - Flagler Electric Shop - Flagler Beach, Florida
Anyone desiring a Hand Painted tie pertaining to our hobby, contact R. M. Butler - Midwest Transportation Token & Ticket Club - 731 East 26th Street - Minneapolis 4, Minn. The tie contains a copy of the horsecar at the top of The Fare Box, and a Johnson fare box. Price per tie is \$7.50, which includes tie of any light color you choose. Give 1st and 2nd color choice.

Have the following tokens "FOR TRADE" list at \$1 and up: Ariz 640 A; Ark 435 B; Calif 575 C; Calif 630 A; Ga 60 G; Ill 795 A; Ind 180 A; Iowa 390 A; Ky 510 M, Z, AD; NY 780 C; NC 980 C; Ohio 175 I, J, M, Q; Ohio 475 B, 790 A; Md 60 A,B,C,D,E; Mass 50 A; Minn 540 H; Minn 730 A; Pa 495 A,C, 750 E; 765 A; Tenn 375 B,C,D; 430 D,E,F; and many 25¢, 50¢, and 75¢ items. Will leave Sept. 27 for trip East. Write me at Shook, Mo., until October 18.

Walter W. Underwood - 2517 O Street - Sacramento 16, California

CHANGE OF ADDRESS: Please note this and correct your lists.

FLOYD L. JOHNSON - 79 WEST GIBSON STREET - CANANDAIGUA, NEW YORK

NEW OFFICERS FOR STTC

At its September 9 meeting this year, the Seattle Transportation Token Club elected a completely new slate of officers, as follows:

President.....Cecil G. Jefferson
Vice President.....Edward C. Rudolph
Secretary.....Cecil F. Meyer

Mr. Jefferson moves up from Vice President to assume the highest office. Mr. Jefferson is highly regarded everywhere, and should make an excellent President. Donald B. Johns is the retiring President; he made an excellent record as President, if only because he is the kind of person it is impossible not to like. Mary Lake, the retiring Secretary, is well known to most collectors for her hard work and diligence on behalf of the club--often thankless work and always tedious.

The Seattle Transportation Token Club is holding its next auction November 10, 1950, at 8 p.m. All collectors, whether or not members of the Club, are invited to submit lots for the auction. Consignment sheets are available from the Secretary of the Club at the regular address, 609 Peoples Bldg. - Seattle 1, Wash.

Although collectors everywhere are encouraged to submit lots for the auction, only STTC members may participate in the actual bidding. Lots submitted for auction should be received by October 10, so hurry. Please enclose return postage when requesting a consignment sheet.

As usual, the auction will be all-mail. No floor bidding.

GEORGIA

Augusta 70 (reported by E. L. Kimmons)
E Bz 20 Ball Augusta Coach Co. Augusta, Ga. A
Good For One School Fare A \$0.10

ILLINOIS

Waukegan 890 (reported by Kenneth Smith)
E WM 16 Ball C.N.S. & M. Ry. Co. Waukegan, Ill. NSL (4 slots) .10
One Fare City Lines Only NSL

IOWA

Davenport 270 (reported by Arthur W. Allen)
B Bz 16 Ball Davenport - Rock Island - Moline T .10
Tri City Lines Full Fare T

NORTH CAROLINA

Kannapolis 465 (reported by B. H. Baake, Jr.)
B WM 16 K-sc Kannapolis Transit Co. .10
Good For One Fare

OHIO

Lima 450 (reported by B. H. Baake, Jr.)
E WM 16 L-sc Lima City Lines, Inc. .10
Good For One Fare (bronze-plated)

PENNSYLVANIA

Pittsburgh 765 (reported by Max M. Schwartz)
Z WM 16 Bar Steel City Transit Lines, Inc. S.T.C. .10
Good For One Fare S.T.C.

VIRGINIA

Charlottesville 190 (reported by David H. Smith)
A WM 23 Ball C & A Bus Co. Charlottesville, Va. C .10
Good For One Fare C

WEST VIRGINIA

Weston 860 (reported by Chris J. Cook)
A WM 20 W Weston Bus Line .10
Good For One Fare

Wheeling 890 (reported by Edgar Levy)
C o K 28 Sd Through 5 East 1.00
(same as obverse)
D o K 28 Sd Through 5 West 1.00
(same as obverse)

UNIDENTIFIED (R.C.A.)

44. WM 21 Sd T & T Bus
(same as obverse)

CORRECTIONS

There are two varieties of NC 660 A, with and without diamonds on reverse. Mass 550 H comes with large and small star; Mass 115 M has (STAR) on obverse. Va 730 E turned out to be from Roanoke Rapids, N.C., so the new listing will be NC 680 B (correction reported by Edgar Levy). The following tokens should be deleted from the Check List, because no one has them (i.e., none of them exists). Ind 350 A; Ind 860 I; Iowa 850 P; Kans 540 E; NY 80 E & F; NY 735 D; NY 830 C; NC 450 E; Minn 230 P; Miss 620 C; Pa 650 C; Va 500 J.

The Editor of The Fare Box sincerely regrets the tardiness of this issue. The reasons are obvious, however. Address all mail to the regular New Haven address from now on. Future issues should be on time; no more moving back and forth.

EARLY STOCKHOLM STEAMSHIP TOKENS
By Kenneth Smith

I shall first discuss the early steamboat and ferry companies which were later combined to form the Stockhold Angslups Aktie Bolag company. The Stockhold Angslups Aktie Bolag was formed on the 2nd of January, 1863, by the famous J. G. Soderberg with a nucleus of the Phoenix Company and the Foreningen company, and within 10 years had absorbed all the steamship companies except for 5 or 6 small non profitable lines.

a. Foreningen Company

This company was formed in 1859 for passenger traffic between Riddarholmen and Liljeholmen with a large copper circular solid token reading EMELLAN/RIDRARHOLMEN/OCH/LILJEHOLMSVIKEN/12 ORE/ANGSLUPS BILJETT (reverse blank) in a larger brass circular solid shape. In 1861 the number of boats they operated was greatly increased and a new set of tokens came into usage. These are:

1. Brass oval token reading FORENINGEN/40 ORE
2. Brass token reading 25/ORE used for traffic to Ulfsundasfon
3. Brass token reading BOLAGET/25 ORE/FORENINGEN square with rounded corners
4. Brass octagon token reading ANGSLUPS-BOLAGET/20 ORE/FORENINGEN
5. Copper octagon token reading FORENINGEN-15 ORE
6. Brass circular token reading 8 ORE/FORENINGEN
7. Like 6, except stamped J.GS. (J. G. Soderberg) for usage to Sjokapten.
8. Copper circular token reading ANGSLUPS-BOLAGET FORENINGEN 6 ORE for use between Riddarholmen and Gamla Kungsholmsbron
9. Brass rectangular token reading BARNPOLETT 5 ORE with indented circular corners and also rounded corners. This was a child's half fare token.
10. Copper oval token reading ANGSLUPS-BOLAGET 3 ORE FORENINGEN used between Skeppsgron and Skeppsholmen or between Skeppsholmen and Djurgarden.

By the time they were consolidated with the Stockholm Angslups Aktie Bolag, they were operating 14 boats.

b. Phoenix Company

Organized in 1859 with two ships, the Ornen and Falken, later in the year added the Svalan, then the Larken. Was operating several ships when it combined on January 2, 1863, to form the Stockholm Angslups Aktie Bolag. Several tokens were used.

From 1859 to 1860 brass ORN OCH FALKEN circular tokens were used in two types with and without J.G.S. stamp. The reason for this counterstamp is unknown, though it is believed to be for a special line. From 1860 to January 2, 1863, the following were used: circular tokens with a square imprint and in the center a PHOENIX counterstamp and in several types as follows:

1. Brass without handstamp.
2. Copper without handstamp.
3. Brass with JGS handstamp below PHOENIX
4. Copper with JGS below PHOENIX
5. Brass with JGS above PHOENIX
6. Copper with JGS above PHOENIX
7. Copper with H & C S handstamp.

The JGS were believed stamped to indicate tokens valid for passage on certain lines. The H & C S token stood for Herman and Constance Soderberg, the father and mother of J. G. Soderberg and are very rare and believed a private issue for family use only. These tokens were good for a 10 ore fare. Then there is a copper token like above except with a handstamp reading 6 over the PHOENIX which made this token good only for a 6 ore fare. Also a brass octagon token reading PHOENIX used for a child's fare of 5 ore.

Also in late 1859 and 1860 a circular brass token reading SVALAN-ANGSLUPEN was used. The ships all ran from Rantmästartrappen to the following: Hoken & Durfan to Tegelviken, Svalan to Skuro, Molna and Boo via Kyrkviken, Larken to Lidingöbro, Blockhusudden and Hermansdal, ORNEN & FALKEN to Djurgarden.

ENGLAND

GOSPORT 280

A o Brass	27 Sd	Gosport & Portsea Ferry 2d.	\$1.00
B o Brass	27 Sd	Gosport & Portsea Ferry (2 var.) 1d. (with & without numerals on obverse)	1.00
C o Brass	28 Sd	Floating Bridge Company Gosport Side	1.00
D o Brass	28 Sd	Floating Bridge Company Gosport Side 1/1d./6	1.00
E o Brass	28 Sd	Floating Bridge Company Gosport Side (counterstamped 1 & 6)	1.00
F o White metal	31 Sd	Gosport F. Bridge (blank)	1.00
G o Copper	33 Sd	Gosport 3 (blank)	1.00
H o Brass	22 Ch	Gosport Ferry Token	1.00

GREENWICH 290

A o Pewter	44 Sd	The Watermans Steam Packet Company (arms) Greenwich Subscription Ticket for 12 Months Exp. 10/45 Not Transferable	1.00
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HALIFAX 300

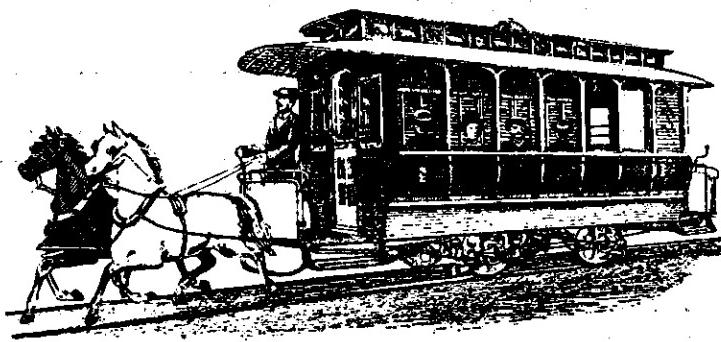
A o Brass	30 Ch	Halifax Corporation Tramways to the L. & Y. Station (numerals)(L & Y = Lancashire & Yorkshire)	1.00
B o Brass	32 Sd	Halifax Corporation Tramways to the L & Y Station (blank)	1.00
C o Copper	30 Sq-sc	Halifax Corporation Tramways to the L&Y Station (blank)	1.00
B o Brass	32 Sd	Halifax Corporation Tramways to the L & Y Station (numerals)	1.00
F o Brass	31 Sq-sc	Halifax Corporation Tramweys From the L & Y Station (numerals)	1.00
G o Brass	32 Ch	Halifax Corporation Tramways From the L&Y Station (numerals)	1.00
H o Brass	31 Sd	Halifax Corporation Tramways GPO (numerals)	1.00
I o Brass	30 Ch	Halifax Corporation Tramways GPO (numerals)	1.00
J o Brass	30 Ch	Halifax Corporation Tramways GPO (blank)	1.00
K o Brass	31 Sd	Halifax Corporation Tramways GPO (blank)	1.00
L o Brass	31 Sd	Halifax Tram Company G.P.O. (blank)	1.00
M o C-lt. blue	22 Sd	Halifax Corporation Tramways $\frac{1}{2}$ d. (arms & motto)	.20
N o C-red	22 Sd	Halifax Corporation Tramways 1d. (arms & motto)	.20
O o C-maroon	22 Sd	Halifax Corporation Tramways 1d. (arms & motto)(maroon on white background)	.20
P o C-blue	22 Sd	Halifax Corporation Tramways $\frac{1}{2}$ d. (arms & motto)(blue on white background)	.20
Q o C-red	22 Sd	Hx. Corp. Passenger Transport 1d. (arms & motto)(2 dies var.)	.20
R o C-blue	22 Sd	Hx. Corp. Passenger Transport $\frac{1}{2}$ d. (arms & motto)	.20
S o C-violet	22 Sd	Hx. Corp. Passenger Transport $\frac{1}{2}$ d. (arms & motto)	.20

HARTLEPOOL	310			(page 20)
A o Brass	22 Ch	Ferry Token (blank)		\$1.00
B o Brass	28 Ch	Ferry Token (blank)		1.00
HASTINGS 320				
A o C-red	25 Sd	The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
B o C-lt. blue	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
C o C-lt. red	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
D o C-black	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
E o C-cream	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
F o C-w. lt. blue	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
G o C-dk. blue	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
H o C-dk. orange	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
I o C-lt. brown	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
J o C-lavender	25 Sd	Mastins Bros Drapers Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
K o C-it. green	25 Sd	Mastins Bros Drapers Etcs. Revill & Co. Grocers Etcs. Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
L o C-lemon	25 Sd	Mastins Bros Drapers Etcs. Revill & Co. Grocers Etcs Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
M o C-red	25 Sd	Mastins Bros Drapers Etcs. Revill & Co. Grocers Etcs Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
N o C-dk. blue	25 Sd	Mastins Bros Drapers Etcs. Revill & Co. Grocers Etcs Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
O o C-dk. green	25 Sd	Mastins Bros Drapers Etcs. Revill & Co. Grocers Etcs Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
P o C-lt. brown	25 Sd	Mastins Bros Drapers Etcs. Revill & Co. Grocers Etcs Hastings The Hastings & District Electric Tramways Co. Ltd. ld.	.25	
		County Borough of Hastings Education Committee		

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

VOLUME 4

OCTOBER, 1950

NUMBER 10

Henceforth it is going to be necessary to have some more leeway in the deadline for each issue of The Fare Box. So from now on, "on time" as far as this newsletter is concerned means mailing between the 10th and 15th of the month, instead of rigidly on the 10th, as before. This is necessary because sometimes sufficient material is not on hand by the 8th, and there is good reason to feel more would come in by the 13th. The official deadline for material submitted will be the 7th of each month, hereafter. As far as the subscriber is concerned, this change means only that he will occasionally receive The Fare Box a few days (not over 5) later in the month than formerly.

We still need stories of token-using companies. Why not do some research to discover the story behind your favorite token? In the process it is more than likely you will find some duplicates of the token itself, as well as a story which will be a valuable addition to our general knowledge. While anything is welcome, we are especially desirous of articles originally written by the submitter, from materials discovered in his own research.

The Tri-State Coach Corporation, of Norton, Va., must have been conscience-stricken recently, because finally, after waiting over two years and having long ago given up hope, I received an answer to my letter of August 11, 1948. In that letter I had sent them 30¢ for a couple tokens. In their belated reply, they sent six tokens with a total face value of \$1.35. I still needed the tokens, and it was quite a pleasant surprise.

Mr. Kimmons' drive for funds to enable us to purchase our own mimeograph machine is progressing nicely. Much more is needed, however, before we attain our goal. Next month we shall publish a list of contributors (no amounts to be given) in The Fare Box. Why not try to have your name included?

I have often heard collectors complain that they just cannot get any good duplicates. Many of them say not enough good tokens are coming in, and they say they are thereby losing interest. Naturally you won't get any good tokens, either as duplicates or originals, if you do nothing but expect someone to send them to you. You've got to write letters first, lots and lots of letters. In addition to that, always be on the watch wherever you go for tokens. They turn up in the most unexpected places. There are still hundreds or even thousands of really rare tokens just waiting to be discovered by someone. The proof of this is the Williamson find mentioned in this issue. Also, such collectors as Levy and Laible and Atwood seem to come up with amazing regularity with the discovery of rare tokens. This is because they're on their toes, always doing research, always asking questions, always writing letters. This is the way to get the full enjoyment this hobby offers--it is much more than just accumulating a pile of tokens; the quest for information and history of dusty old forgotten companies--therein lies the adventure and satisfaction which make this hobby so far superior to such as stamps and coins!

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NOMINATIONS

Additional nominations have been made for officers for the year 1951, and the following is the list of candidates, after nominations were closed:

for President.....Frank C. Greene
no further nominations.
for Vice President.....Cecil G. Jefferson
.....Edgar Levy
for Secretary.....Eroy L. Kimmons
no further nominations.
for Treasurer.....Thomas F. Williamson
no further nominations.
for Curator.....William L. Black
no further nominations.

Therefore, the only contest is between Cecil G. Jefferson and Edgar Levy for the position of Vice President. Both are well known to collectors. Mr. Levy is a veteran collector of years of experience and has a vast knowledge of the hobby. He served as Curator for 1950. Mr. Jefferson, also a long-time collector, is the popular President of the Seattle Transportation Token Club. The Editor of The Fare Box has met both gentlemen personally, and can state that our Association is fortunate to have two such good men up for the important post of Vice President.

All members in good standing will receive ballots on or before November 15, 1950, with instructions to forward them to Mr. Max M. Schwartz, so they can be tallied at the A.V.A. meeting to be held on December 2, 1950, at Noon, by a Committee appointed for that purpose.

NEW MEMBERS

The following have been elected to membership in the American Vecturist Assn. for the year 1950: (*) denotes U.S. only. (**) denotes both U.S. and foreign.

106. Mrs. Grace I. Brainard(*)	-	2308 52nd Street	-	Santa Monica, Calif.
107. Lionel L. Rudduck(*)	-	North Orchard Road	-	Vineland, N.J.
108. David C. Guhl(**)	-	402 East Cedar Avenue	-	Connellsville, Pa.
109. Alfred Hutter(*)	-	114 West Clay Street	-	Baltimore 1, Md.

CHANGE OF ADDRESS

Arthur D. Jordan, Jr.	-	Room 922, YMCA	-	Akron 8, Ohio
Ralph D. Mefford	-	3884 Valencia Road	-	Jacksonville, Florida
Cecil F. Meyer	-	2146 North 137th Street	-	Seattle 33, Washington
W. Gordon Robertson	-	1142 Hubbard Street	-	Jacksonville 6, Florida
Kenneth Smith	-	523 West Sixth Street	-	Los Angeles, California

The regular monthly feature, Supplement to the National Check & Premium List, has not been received, and hence it does not appear in this issue. It will, however, be in the next issue as usual. The next one should be somewhat larger than usual, inasmuch as it will include new issues for two months.

It is our hope to incorporate a number of new regular features shortly. This will become possible as soon as we are able to obtain our own mimeograph machine. Once we have this machine, regular features will include such things as long lists of varieties, state revisions, more foreign listings, etc., etc.

SECOND AUCTION OF THE AMERICAN VECTURIST ASSOCIATION
To Be Held December 2, 1950, at 12 Noon

Bids must be received before December 2, 1950; bids should be mailed to:

MAX M. SCHWARTZ
147 WEST 42nd STREET
NEW YORK 18, N.Y.

Mr. Schwartz has been officially designated to receive bids for this auction, as set forth in the rules adopted. Be sure to mark the envelope plainly with the following: "Bids for A.V.A. Auction". Please enclose no other correspondence with your bid, as these envelopes will not be opened until the time set for the auction. This sale includes some very fine and scarce tokens, and merits your attention. Bids should be made by lot and not by piece. Familiarize yourself with the Auction Rules as printed in the July 1950 issue of The Fare Box.

Lot no.	Atwood number	Cat. value	Lot no.	Atwood number	Cat. value
1.	Calif 775 F	\$0.15	35.	Mass 305 A	\$0.25
2.	Del 900 A	.75	36.	Mass 505 A	.75
3.	Ill 795 A	1.00	37.	Minn 540 G	1.25
4.	Md 60 M	1.00	38.	Minn 540 H	1.25
5.	Md 300 B	.35	39.	Minn 760 A	1.00
6.	Md 600 A	2.50	40.	Minn 820 C	.50
7.	Mass 50 A	1.00	41.	Missouri 130 C	1.00
8.	Minn 730 A	1.00	42.	Nebr 800 A	.25
9.	Miss 900 D	.50	43.	NJ 885 A	.25
10.	NY 260 A,B,C	.45	44.	NM 430 B	.25
11.	NY 945 A	.50	45.	Ohio 10 C	.35
12.	Okla 610 B	.25	46.	Ohio 10 J	.50
13.	Wisc 790 B	2.00	47.	Ohio 165 U	.25
14.	Mich 935 F	.25	48.	Ohio 450 B	.25
15.	Mich 935 G	.25	49.	Ohio 745 F	.25
16.	Mich 935 H	.25	50.	Ohio 990 A	.25
17.	Mich 935 I	.25	51.	Okla 610 A	1.00
18.	Mich 935 K	.25	52.	Okla 610 H	.25
19.	Ark 285 B	.25	53.	Ore 700 C	.25
20.	Calif 395 B	.50	54.	Pa 495 I	.25
21.	Calif 745 B	.50	55.	Pa 480 B	.75
22.	Calif 745 F	.25	56.	Pa 840 D	.25
23.	Calif 950 D	.35	57.	Tenn 430 A	2.00
24.	Conn 290 E	.25	58.	Texas 255 D	.50
25.	Conn 525 A	.35	59.	Tex 255 F (Z & SPZ)	.50
26.	Conn 550 A	.25	60.	Texas 565 A	.25
27.	Ill 755 D	.35	61.	Wisc 500 D	.50
28.	Ind 960 A	1.00	62.	Wyo 100 F	.25
29.	Iowa 850 H	.35	63.	Wyo 120 E	.25
30.	Iowa 850 O	.25	64.	DC 500 G	.25
31.	Iowa 930 C	.25	65.	Hawaii 540 A	1.00
32.	Kans 40 B	.25	66.	Canada Alberta 800 E	.25
33.	Ky 510 BH	.25	67.	Canada Ontario 860 A	.50
34.	Maine 740 A	.25			

DECEMBER MEETING IN NEW YORK

The next quarterly meeting of the American Vecturist Association will be held at 12 Noon, Saturday, December 2, 1950, in the office of Max M. Schwartz - Room 618, 147 West 42nd Street - New York 18, N.Y. These New York meetings are generally our largest, and we may expect the usual large attendance at this one. As usual, everyone is invited--not only to bring himself but also to bring along some duplicates for trading. News of this meeting, and Prices Realized for the auction, will appear in the December issue of The Fare Box.

SWAP - 25 different, mixed, 10¢ tokens for 25 of yours. Will purchase Conn 35 B,D; 290 D,F,H; 320 D; 345 A; 560 C, at catalogue prices. Let's get acquainted.
Morton Dawson - 146 Loomis Drive - West Hartford, Conn.
WILL SEND for a dime and self-addressed envelope CALIF 895 F, new school token from Stockton. Also will sell 450 diff. tokens for \$40.00.
Ralph Freiberg - 4142 26th Street - San Francisco 14, Calif.
FOR SALE - 100 tokens consisting of a mixture of Okla 320 A, 640 B,C,D,E; Ind 660 A,B,C,D,E; Hawaii 240 C,D -- for \$3.00 plus postage to reduce stock.
Chris J. Cook - 2105 Fourth Court - Cuyahoga Falls, Ohio
SPECIAL FOR THIS MONTH - I have uncovered a very few of the rare Sandston Railway Co. tokens, also a few of the Seven Pines & Sandston Motor Co. tokens. These are for sale at Atwood listings while they last, postpaid: Va 720 B at 50¢; Va 720 C at 25¢. Also have a few of the new Charlottesvilles at 10¢ each plus postage.
J. M. Coffee, Jr. - P.O. Box 334 - New Haven 2, Conn.

To The Members of the American Vecturist Association:

This is to make announcement to you, that the members of the Midwest Transportation Token and Ticket Club, having its headquarters in Minneapolis, Minn., have made a ten dollar donation to the A.V.A. toward buying an electrically operated mimeograph machine to be used in the printing of The Fare Box and other Club matters.

It is our further intention that the A.V.A. dispense with the extended offer of a year's free subscription to The Fare Box for each one who contributes to this cause, as we feel that this would not be of any benefit to the Club.

We wish to urge each and every one of the more than one hundred members of A.V.A. to make at least a two dollar donation toward this goal so that the A.V.A. can purchase its own mimeograph machine, and thus relieve the club of the enormous expense of having The Fare Box printed elsewhere, and thus benefit the members by a larger publication with more information desired by the members. We hope that all members will do their utmost in helping the club reach this goal in the very near future, and send their contributions to Mr. Eroy L. Kimmons, Secretary of the A.V.A., at 521 East Live Oak Street, Austin 4, Texas. A letter to this effect has been sent to Mr. Kimmons, so let's get behind this project and make it a success before much more time elapses.

Very truly yours,

R. M. BUTLER
Secretary-Treasurer, MTT&TC

THE FIND OF THE YEAR

Mr. Thomas F. Williamson, Treasurer of the A.V.A., has come upon what will undoubtedly be universally acknowledged as THE find of the year. In one sense, it is not a NEW find, because the token itself was already known to exist. It seems that Tom had some friends who played poker a lot; they knew he collected tokens, and one day asked him if he also collected tickets. No? Too bad, the man said, because he had quite a number of round tickets made of some funny kind of hard rubber. But he guessed they weren't any good because they had holes in the middle, anyway. Well, Tom rushed over and looked at them. They were tickets, all right, vulcanite tokens with "ticket" on the reverse. Seems the man's wife used to live next door to the President of the Petersburg St. Ry. Co., and he had given her the "tickets" years ago to play with. They had been using them as poker chips down through the years. So now Tom Williamson has a number of the rare Va 620 A--and he has found two distinct die varieties, one with large letters, one small letters. In addition to that, he found three with INCUSE letters! A completely new major variety! It just goes to prove that you're liable to find tokens most anywhere; never give up looking for them. That's what makes this hobby the most fascinating of them all.

EARLY STOCKHOLM STEAMSHIP TOKENS
By Kenneth Smith

- continued from last issue -

c. Ulriksdal Company

About 1850 this company was formed for passenger traffic from Stoden to Ulriksdal, using one ship, the Ulriksdal. Two tokens were used on this line. About 1862 and 1863, a brass oval token was used, reading ANGFARTYGET (12) ULRIKSDAL - a very scarce token. About 1850 to 1852 a circular brass token was used reading ANFARTYGET (6) ULRICSDAHL. Outside of the experimentals, this token is the rarest of all Stockholm tokens, there being only two copies known to exist. It has the honor of bringing at auction a higher price than any other Stockholm token.

d. Frey & Freya

Two ships by these names began in 1860 passenger service between Logardstrappen and Allmanna lane at Djurgarden. The following token was used for about a year and a half and is very scarce. Token is brass circular reading FREY/OCH/FREYA-ANGBAT-ARNE.

e. Skarpskytten

Wholesale merchant N. Bjornbeck organized in 1862 passenger travel service between Carl XIII's place and Allmanna lane at Djurgarden using a ship named the Skarpskytten (the sharpshooter). This service discontinued in 1866. Two types of tokens, both good for 10 ore, were used. The tokens are brass with a picture of a flag on them, and reading SKARPSKYTTEN and come with and without a handstamp reading N.B. (for N. Bjornbeck).

HAMBURG GATEWAY TOKENS

By Eroy L. Kimmons

I have been corresponding with a fellow in Germany, and have received from him some very rare and unlisted tokens. I have sent the Editor a rubbing of one of them; it is of copper, 20mm. in diameter, solid. On the obverse appears a coat of arms and the date 1609; the reverse has the Roman numeral II. I asked my correspondent to give me the history of this token, and I quote from his letter,

"This is a gateway token used in Hamburg, Germany. Gateway tokens were necessary, because in medieval Germany the gateways of towns were closed in the evenings. Citizens must have a gateway token for opening the gateway by the guard and for entering the town by night. Many towns used them as a simple medium for gateway control and safety of the citizens. They are tokens of personal traffic through gates, as are the bridge tokens for the use of the bridge."

He also sent me a couple of pictures of these old gateways. Quite an interesting piece of architecture.

Mr. Charles R. Lamb, of Long Beach, Wash., sends us a new issue from Astoria, Oregon. It is B 15 Sd Astoria Transit Co./Good For One Fare. The token is for a 15¢ fare, and was installed on October 1. Collectors desiring them may write the company at 344 18th Street. Courtesy on their part is not guaranteed by us.

William Liddell, of Box 643, Lubbock, Texas, has a new method of filing your tokens. He suggests the use of little 2 by 2 cardboard holders with two cellophane windows. They can thus be filed the same as regular coin envelopes. They cost 5¢ each, though, and there's the rub. Write Mr. Liddell for further details; he says he will handle them regularly if enough collectors show interest.

A CLEAN HOBBY
By Edgar Levy

Living in a small town has its advantages and disadvantages. When one has an urge to collect, the disadvantages sometimes outweigh the advantages. The opportunities for augmenting one's favorite hobby are very infrequent as compared to collectors living in the larger cities. In such cases the result is that another hobby is taken on as a sideline. I think most collectors have a spare hobby, and mine is stamps. U. S. Commemorative issues and Bureau Precancels. An article in a recent issue of a stamp magazine sort of hit a responsive chord and I sort of got to thinking of how closely our hobby of collecting fare tokens parallels that of collecting precanceled stamps. Precancels, for the benefit of the uninitiated, are stamps that have been canceled before being affixed to mailing matter as opposed to stamps canceled after being attached to mailing matter. As stamps are precanceled only upon order from a purchaser of legitimate user, there is hardly a chance of any "queers" turning up. Hence, precancel collecting is known as a "clean" hobby. There are no proofs, essays or gifts by politically minded Postmasters General. In coins we have evidence of "re-strikes," coins made in years not even remotely connected with the date on the coin and the rackets in commemoratives are just a few of the many items that make Numismatics a hobby that, shall we say, smells a little? Even though, in the precancel hobby there are a few postmasters who will precancel a few unauthorized issues for friends, the stamps are known and listed as "favors" and little thought of. With our own hobby, we pretty well know that it is a clean hobby. It's a hobby we can be mighty proud of as compared to some of the others. We know that whenever a token is issued, it is for the prime purpose of obtaining passage on a public passenger carrying vehicle and not for the purpose of doing a favor for a collector. It's very true that from time to time certain items turn up that will not bear investigation. Usually, they are the product of someone who, having lost patience because acquisitions may have been slow, decides to speed things up by issuing a "stranger" and thus open the door to trades. And, as is well known to those who "investigate before they invest" the peculiarities attending such emissions are discovered and in most cases the facts are made known. And in other instances a desire to shield the culprit has caused the matter to be hushed up. However these phonies are so few and far between that they have become a phase of collecting in themselves. But the main branch of our hobby can hold up its head among the mighty and rightfully so, and one rather deplores the fact that with too many of us the guiding passion is quantity and not quality. I say this is deplorable for the reason that the contributions to our own publication seem to be monopolized by just a few.

Once, during a conversation with a collector of long standing, the subject of why a few collectors were disposing of their collections and quitting, came up. My contemporary stated that it was due to the high prices being asked for tokens. That remark seemed rather absurd to me. While it may be true that a few collectors may have decided to sell out and take advantage of a rising market, I think too that many have sold out because of lack of interest and there is nothing as uninteresting as something about which you know nothing. I venture the opinion that had any of the collectors who sold out taken the time to learn something about the background of the items they collect, the research would have given them a keener sense of enjoyment and opened up more avenues of pleasure. True, it takes a lot of time to track down little bits of information, but the thrill that comes with accomplishment is well worth the time.

Among my correspondents is a man who is so interested in the advancement of our hobby that he has recently undertaken the job of personally soliciting donations for the purpose of purchasing a new mimeograph machine so that The Fare Box can come out on time and in better dress. When he wrote me, I sent my donation and I hope you did too, but the main point of his letter sort of fired me up. He says he can see no reason why at some future date our paper should not be printed and illustrated as other hobby magazines. And, come to think of it, why not? All we need are members that will furnish stories about their tokens. Let's deluge the Editor with stories. Interesting stories. Stories that will help bring in members and eventually we shall have that illustrated magazine of a "clean" hobby.

Check List of Foreign Transportation Tokens (page 21)

1950

ENGLAND

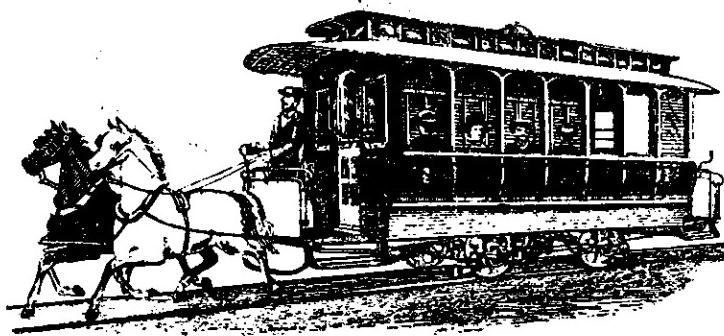
HASTINGS 320 (continued)			
Q o C-brown	25	Sd	The Hastings & District Electric Tramways Co. Ltd. 1d.
			County Borough of Hastings Education Committee Secondary School for Girls
R o C-lt.brown	25	Sd	The Hastings & District Electric Tramways Co. Ltd. 1d.
			County Borough of Hastings Education Committee Secondary School for Girls
S o F-lt.brown	25	Sd	{obverse & reverse same as for R}
T o C-lt.brown	25	Sd	{obverse & reverse same as for R}
U o C-blue	25	Sd	{obverse same as for R}
V o C-violet	25	Sd	Mastins Bros Drapers Hastings (obverse & reverse same as for U)
HOYLAKE 330			
A o Bronze	43	Sd	Hoylake Best Cabin 1821 (2 var.) (same as obverse)(with & without numerals)
B o White metal	45	Sd	Hoylake Best Cabin 1821 (2 var.) (same as obverse)(with & without numerals)
HUDDERSFIELD 340			
A o C-white	30	Sd	Huddersfield Tramway Employee (figure) (blank) (this is a button)
B V-yellow	22	Sd	Huddersfield Corporation Tramways (arms) 1d.
C V-violet	22	Sd	Huddersfield Corporation Tramways (arms) Departmental 1½d.
D V-lt.blue	22	Sd	Huddersfield Corporation Tramways (arms) Departmental 2d.
E V-violet	22	Sd	Huddersfield Corporation Tramways (arms) Departmental 2d.
F F-black	23	Sd	Huddersfield Corporation Tramways (arms) G.P.O. ½d.
G F-black	23	Sd	Huddersfield Corporation Tramways (arms) G.P.O. 1d.
H F-lt.brown	23	Sd	Huddersfield Corporation Tramways (arms) G.P.O. 1½d.
I o Brass	Ov	Sd	Huddersfield Corporation Tramways Employees Pass Available Whilst on Duty or Trav- elling to or From Work (blank)
J F-slate	23	Sd	Huddersfield Corporation Tramways (arms) Departmental 1½d.
HULL 350			
A o Brass	Ov	Sd	J. Ion's Buss Pass (omnibus)
			J. Ion Carriage Builder (shield)
B o Brass	22	Sd	G. H. Branton Buss Proprietor Buss Pass (bust) H.M.G.M. Queen Victoria
C o Brass	Hx	Sd	Hull Corporation Tramways ½d.
D o Brass	30	Sd	S & C Ltd. Hedon & Hessle Road Routes Only
E o Brass	45	Pc	Hull Corporation Tramways 1d.
F o C-white	22	Sd	S & C Ltd. Hedon & Hessle Road Routes Only
			Hull Street Tramways Co. Conductor Driver (blank)
			City of Hull Tramways 1d.
			Wm. Harland & Co. Hull Cabinet Makers

HULL (continued)	350		(page 22)
G o C-lt.pink	25 Sd	City of Hull Tramways 1d. Earle's Shipbuilding & Eng. Co. Ltd. Hedon Road Route Only	.20
H o C-dk.pink	25 Sd	City of Hull Tramways 1d. Earle's Shipbuilding & Eng. Co. Ltd. Hedon Road Route Only	.20
I o C-lt.pink	Hx Sd	City of Hull Tramways ½d. Earle's Shipbuilding & Eng. Co. Ltd. Hedon Road Route Only	.20
J o C-dk.pink	Hx Sd	City of Hull Tramways ½d. Earle's Shipbuilding & Eng. Co. Ltd.	.20
K o Shell-lt.green	Hx Sd	City of Hull Tramways ½d. Earle's Shipbuilding & Eng. Co. Ltd. Hedon Road Route Only	.20
L o Shell-lemon	Hx Sd	City of Hull Tramways ½d. Earle's Shipbuilding & Eng. Co. Ltd. Hedon Road Route Only	.20
M o C-blu & white	Hx Sd	City of Hull Tramways (arms) Amos & Smith Ltd. ½d.	.20
N o C-dk.blue	Hx Sd	City of Hull Tramways (arms) Amos & Smith Ltd. ½d.	.20
O o C-blue gray	Hx Sd	City of Hull Tramways (arms) Amos & Smith Ltd. ½d.	.20
P o C-blue gray	25 Sd	City of Hull Tramways (arms) A & S	.20
Q o C-blu & white	25 Sd	City of Hull Tramways (arms) A & S	.20
R o C-dk.blue	25 Sd	City of Hull Tramways (arms) A & S	.20
S o C-dk.blue	25 Sd	City of Hull Tramways (arms) A & S Hessle or Hedon Roads	.20
T o C-olive	19 Sd	City of Hull Tramways (arms) B 1d. C (Brigham & Cowan)	.20
U o C-dk.green	25 Sd	City of Hull Tramways (arms) Hedon and Hessle Road Routes Only B ½d. C	.20
V o C-olive	25 Sd	City of Hull Tramways (arms) Hedon and Hessle Road Routes Only B ½d. C	.20
W o C-dk.green	25 Sd	City of Hull Tramways (arms) Hedon and Hessle Road Routes Only B 1d. C	.20
X o C-olive	25 Sd	City of Hull Tramways (arms) Hedon and Hessle Road Routes Only B 1d. C	.20
Y o C-lemon	22 Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull A	.20
Z o C-yellow	22 Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull A	.20
AA o C-lemon	22 Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull B	.20
AB o C-yellow	22 Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull B	.20
AC o C-lemon	22 Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull C	.20
AD o C-yellow	22 Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull C	.20
AE o C-lemon	Hx Sd	City of Hull Tramways (arms) The British Gas Light Co. Ltd. Hull 1½d.	.20
AF o C-yellow	25 Sd	City of Hull Tramways (arms) George Clark & Sons Copper Works	.20
AG o C-orange	22 Sd	City of Hull Tramways (arms) Kings Limited Hull	.20
All o C-dk.red	22 Sd	City of Hull Tramways (arms) G.P.O. Hull	.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

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THANKS A MILLION

To these members of the American Vecturist Association, the Editor of The Fare Box expresses his most profound gratitude. You have shown an unselfishness and faith in our hobby which cannot be described in words. We are rapidly approaching our goal of the ownership of an electric mimeograph machine, which will enable unlimited expansion of The Fare Box and A.V.A. activities. Those who have not yet contributed but who plan to do so will be listed in the December issue; why not make sure you are listed?

On behalf of the group who own the Check List, in appreciation of the generous response made by the members, there will be sent to each member who contributed the sum of \$5 or more, a copy of The Check List, with the compliments of the American Vecturist Association.

Below is the list of contributors, whose donations ranged from one dollar to ten dollars each: (no particular order in the listing)

Roland C. Atwood	Howard C. Laible	Thomas F. Williamson
Harry C. Bartley	Frank W. Guernsey	Ralph Freiberg
Arthur D. Jordan, Jr.	C. G. Ficklin	R. K. Frisbee
Ralph W. Winant	Bill and Corinne Black	Floyd L. Johnson
Max M. Schwartz	Basil Brandon	Daniel DiMichael
Eroy L. Kimmons	Frank C. Greene	Robert B. McKee
Felix M. Church	Edgar Levy	Melvin O. Carmichael
Paul H. Ginther	B. H. Baake, Jr.	Clarence G. Brisee, Jr.
Chris J. Cook	Charles Houser	Michael Super
Walter W. Underwood	Chas. M. Hamilton	Ivan B. Cline
Quincy A. Laflin *	Kenneth W. Snyder *	B. T. Barraclough *
Floyd O. Barnett *	Harold T. Chesney *	Robert M. Butler *

* - these members from the Twin Cities made their donation in one lump sum in the name of their club, the Midwest Transportation Token & Ticket Club.

It is my hope that the next (December) issue will be mailed to a number of collectors who have hitherto not been contacted, plus a large number of unaffiliated collectors. This is part of the A.V.A. 1951 membership drive. So this is your chance to have a huge audience for your free ad. Send it in now, up to 5 lines.

*** DON'T FORGET TO MAIL IN THE ENCLOSED A.V.A. BALLOT IMMEDIATELY ***

ELECTIONS

Inasmuch as there was no contest for four of the nominated offices after nominations had been closed, there will be no formal balloting with respect to these offices. The only contest is for the office of Vice President, of the American Vecturist Association. Enclosed with this copy of The Fare Box, members will receive a ballot. Please mark your ballot--either for Cecil G. Jefferson or for Edgar Levy--and mail it to Max M. Schwartz - 147 West 42nd St. - New York 18, N.Y. Mark the envelope "A.V.A. BALLOT" plainly. Only ballots received before Noon of December 2, 1950, will be counted. This is extremely important. It is not only your right as an A.V.A. member to vote, but it is your duty. Please help make the Association work successfully by casting your vote for one or the other of the two candidates.

THE MALBA, N.Y., TOKENS
By R.K. Moulton

At the town of Malba, Long Island, N.Y., I contacted Mr. Green, who is the present owner, having held this position since 1936. Before then, he was a driver for a previous owner. He told me that the two tokens (NY 530 A and B) were never issued or used, but that several manufacturing companies sent him samples and tried to sell him on the idea of a token for his coach service which operates between Malba and Flushing, connecting with the New York City subway at the latter city. In view of this information, coming directly from the owner, perhaps the present status of listing these tokens should be reconsidered. Actually, they are only manufacturer's samples.

TOKENS EXHIBITED AT A.N.A. CONVENTION

In the September, 1947, Fare Box Mr. Moore bewailed the fact that at the convention of the A.N.A. held in August, 1947, at Buffalo, N.Y., no one had exhibited a collection of transportation tokens. Now this has been remedied. At the convention of the American Numismatic Association held in Milwaukee in August, 1950, a large collection of vectures (transportation tokens) was exhibited by Max M. Schwartz. They were arranged to show the various uses, styles, colors, and materials used in vectures. The exhibit was awarded Second Prize for originality and Mr. Schwartz received a beautiful red ribbon and badge donated by Numismatic Gallery of Los Angeles. Quoting from The Numismatist of November 1950: "Some exhibitors placed their exhibits and then walked away from them. Not so with Max M. Schwartz, and others. They stayed by their exhibits and gave onlookers a blow-by-blow description of what they were viewing. Max M. Schwartz has reason to be proud of his fine collection of early transportation tokens. He can also be proud of his big son Dan who attended the Convention."

Other A.V.A. members who attended this convention were: Emrick, Ginther, Hutter, and Brainard. The A.V.A. is a member of the A.N.A., just as the Midwest Transportation Token and Ticket Club is becoming a member of the A.V.A.

Mr. Moulton reports that 4600 pounds of Mich 225 C, D, and E were sold to a smelting and refining company for \$900 by the Dept. of Street Railways of the City of Detroit. So no more of them are left, for anyone.

We have a number of fine articles on hand, courtesy of Messrs. Kimmons, Levy, and Kenneth Smith. No room in this issue, but I hope to include them all in the December issue. I hope to give readers a treat next month with an especially big issue, including prices realized of two auctions, news of convention, article on Wheeling, W.Va., bridge; on Roxbury Coaches, on Swedish tokens, on Wyo 100 J,K,L.

Will swap 100 different U.S., English, Scotch, and Swedish, tokens for 100 16mm. tokens not necessarily all different. Several hundred Scotch, English, and Swedish tokens to fill want-lists received. Send yours.

Kenneth Smith - Room 1116 - 523 West Sixth Street - Los Angeles, Calif.

Wanted - Will pay double catalogue price for : Ind 90 A; Ind 680 A; Ind 995 A,B; Ind 605 A,B. Have 3 Ind 960 B at \$1.50 each, cash.

Ivan B. Cline - 1117 West Virginia Street - Evansville 10, Indiana

I have ORE 880 B; Wash 840 B,E,F,L, at 15¢ each postpaid.

Frank Guernsey - 2000 N.E. 58th Avenue - Portland 13, Oregon

Wanted to buy - Tokens I can use in my collection. Need approximately 500 of the common variety. Anyone having tokens for sale, please list them to me with price wanted.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

THE WOLF CREEK PIKE TOKENS

By Ivan B. Cline

Many collectors have been writing me about the Wolf Creek, Ind., tokens (Ind 995 A and B) and where Wolf Creek is located. That has been the \$64 question with me. I have done considerable checking and have not been able to find for certain where the place was located. You may draw your own conclusions from my findings.

There was a Wolf Creek in Marshall County, Green Township. This place had a postoffice from 1858 to 1862, and 1871 to 1901 under the name Wolf Creek. If the road was granted, according to the article, it could very likely have been called Wolf Creek Pike. Second, there was a Wolf Creek postoffice from 1862 to 1866 in Harrison Township of Bartholemew County. While I was unable to find a written description of the place, a map disclosed that the Wolf Creek crossed the Stony Lonesome Pike, as ferries were used on most well traveled roads which crossed streams, this, too, could be a possibility. Third, there is a Wolf Creek in Porter County but I did not find any indication that there was a settlement of that name in this county.

Both the Wolf Creek in Marshall and Bartholemew Counties seem likely possibilities. Both were definite settlements in 1864 as shown by the postoffice and both could have had a ferry. Ray Cooper of Chicago told me some years ago the tokens were used on a ferry. Perhaps the evidence is just a bit in favor of the Marshall County location.

I regret that I could not find the precise answer to the question, and was unable to find a thing about the tokens themselves. I wonder if any collectors have either of these tokens. I will pay \$4.00 each for them--double catalogue.

As a sequel to the above article, the Editor of The Fare Box will add an experience he had only today (this being written November 13). The only thing in the mailbox this morning was a price list from a local coin dealer, in which he listed store cards, Civil War tokens, Hard Times Tokens, English tokens, etc., etc. I quickly glanced over it, and one little listing caught my eye: "unlisted - Wolf Creek Pike 50¢." Well, it may not have been listed in HIS book, but it certainly was listed in mine! I went right down there and bought it, for fifty cents. It is the copper one, IND 995 A, in beautiful condition--the only one he had. Just another example to prove that tokens will turn up in the most unexpected places, if you keep watching for them.

There is still time to mail in your bid sheets for the A.V.A. auction to be held December 2. This auction includes material for everyone, and here is an excellent opportunity for those who perennially complain about their paucity of duplicates to obtain good tokens for their collections for cash. Remember, there is no minimum bid. You may bid as low as you wish.

Supplement to the National Check & Premium List

By Roland C. Atwood

CALIFORNIA

Bakersfield	50	(reported by Ralph Freiberg)	
B WM	16 B	Bakersfield Transit Co. Good For One Fare	.10
Stockton	895	(reported by Ralph Freiberg)	
F WM	23 Sd	Stockton City Lines, Inc. (dock scene) Good For One School Fare (dock scene)	.10

GEORGIA

Atlanta	60	(R.C.A.)	
P o Ow	22 Sd	Atlanta Street R.R. Co. 5. R. Peters Pres't. One 5 Fare	3.00

ILLINOIS

Champaign	135	(reported by R. K. Frisbee)	
D o WM	18 Bar	Illinois Pr. & Lt. Corp. Champaign I. P. & L. Good For One Full Fare I. P. & L.	.75
Chicago	150	(reported by William Black)	
T Bz	23 Bar	Argonne National Laboratory (bus) Good For One Fare (bus)	.10
Mt. Carmel	600	(reported by E. L. Kimmons)	
A Bz	23 Bar	Mt. Carmel City Transit Line Inc. (bus) Good For One Fare (bus)	.10

INDIANA

Gary	300	(reported by Ralph Freiberg)	
F WM	16 Ball	Gary Railways, Inc. G Good For One Fare G	.10
Logansport	570	(reported by B. H. Baake, Jr.)	
E WM	16 Ball	City Transit Co. Logansport C Good For One Fare C	.10

IOWA

Des Moines	300	(R.C.A.)	
I o A	19 Sd	Des Moines City Railway Co. One Fare (same as obverse)	1.50

MASSACHUSETTS

Worcester	970	(reported by Ralph Winant)	
E WM	16 Ht-sc	Worcester Street Rwy. Co. Good For One Fare	.15

MICHIGAN

Kalamazoo	530	(R.C.A.)	
K o WM	19 Dd	Kalamazoo Motor Coach Co. (bus) Good For One Fare (bus)	.25

MISSISSIPPI

Laurel	500	(reported by David H. Smith)	
B Bz	23 L	Laurel City Lines Good For One Fare	.10

MISSOURI

Oakwood	665	(reported by Edgar Levy)	
A e B	0c Sd	Gravel Road Co. Oakwood Toll (blank)	3.50
Springfield	860	(R.C.A.)	
F B	23 Ball	Springfield Utilities S Springfield Missouri	1.00

NEW MEXICO

Roswell 760 (R.C.A.)
C Bz 23 Bar Cities Transit Company Roswell N.M. (bus) \$0.10
Good For School Fare (bus)

NEW YORK

Elmira 230 (reported by E. L. Kimmons)
L Bz 23 E Elmira Motor Coach Corp. .10
Good For One School Fare

OKLAHOMA

Muskogee 590 (reported by Edgar Levy)
D WM 25 Sd Muskogee Electric Traction Company (Indianhead) .15
Indian Capital of the World One Fare

OREGON

Astoria 60 (reported by Charles R. Lamb)
A B 16 Sd Astoria Transit Co. .15
Good For One Fare

PENNSYLVANIA

Beaver Falls 65 (reported by William Black)
M WM 20 K'sto Beaver Valley Motor Coach Co. B .10
Good For One Zone Fare B (keystone is center device)
Lancaster 525 (R.C.A.)
P o B 34 Pc L. & F. Turnpike G. No. 2 3.50
(blank)
McKeesport 605 (reported by William Black)
L B 16 Ball Penn Transit Company Pa. (triangle) .10
Good For One Zone Fare (triangle)
M o Cc 23 Sd McKeesport Pass Railway Co. 2.00
One Fare

TEXAS

Austin 50
M B 16 A Austin Transit Co. .10
Good For One Full Fare

WASHINGTON

Yakima 990 (R.C.A.)
E S 20 Y Y.V.T. Co. Yakima, Wash. (plain steel) .15
Good For One City Fare

WEST VIRGINIA

Wheeling 890 (R.C.A.)
E o K 28 Sd Through 10 East 2.50
(same as obverse)
F o K 28 Sd Through 10 West 2.50
(same as obverse)
G o K 28 Sd Through 20 East 2.50
(same as obverse)
H o K 28 Sd Through 20 West 2.50
(same as obverse)
I o K 28 Sd Through 35 East 2.50
(same as obverse)
J o K 28 Sd Through 35 West 2.50
(same as obverse)

WISCONSIN

Madison 410 (reported by E. L. Kimmons)
G Bz 23 Bar Madison Bus Co. Madison, Wis. (bus) .10
Good For One Fare (bus)

Waukesha 930 (reported by William Black)
C o WM 23 Bar T.M.E.R. & L. Co. Mil. - Waukesha W \$1.00
Good For One Bus Fare W

WYOMING

Casper	100	(reported by Edgar Levy)	
J o WM	20 Sd	Evansville Bus Line	.25
		Good For 1 Ride	
K o WM	20 Sd	Evansville Buss Line	.25
		Good For 1 Ride	
L o WM	20 Sd	Evansville Motor Bus Line	.25
		Good For 1 Ride	

CANADA

Hull	345 (R.C.A.)		
F o A	32 Sd	Laval - Taxi - Taxi - Hull Sher. 291 292	1.00
		City Limits One Stop 50¢	

ENGLAND

Bristol	110 (R.C.A.)		
X Cg	Ob Sd	B.T. & C. Co. Ltd. Blind Persons Token	.20
		2d. (1 corner off)(olive green)	
Derby	220 (reported by Basil Brandon)		
E B	Oc Sd	Derby Corporation Omnibuses Prepaid 1d.	.20
		(blank)	
F A	26 Sd	Derby Corporation Omnibuses Prepaid 1½d.	.20
		(blank)	
G B	Ov Tr-sc	Derby Corporation Omnibus Employee 2d. 2d.	.20
		(blank)	
H A	Oc Sd	Derby Education Committee 1d.	.20
		(blank)	
Huddersfield	340 (reported by Basil Brandon)		
K Cv	22 Sd	Huddersfield Corporation Transport (arms)	.20
		1½d.	
L Cy	22 Sd	Huddersfield Corporation Transport (arms)	.20
		1½d.	

ADDITIONS AND CORRECTIONS

Mich 525 H should be: S 23 J-sc Jackson, Mich. City Lines
Suburban Zone Token
Mich 525 J should be: Bz 23 J-sc Jackson, Mich. City Lines
Suburban Zone Token
Va 620 A has two varieties: large and small letters; small letters has a period
after "railway" while large letters has no period.

THE LYNCHBURG RAPID TRANSIT COMPANY

The elusive tokens of this little company were brought to light in the summer of 1949 by D. M. Peebles, Jr., on a trip to Lynchburg. At the time Mr. Peebles purchased one at four dollars. Since that time two more have been purchased for a similar sum. No more seem to be available, at any price.

The Lynchburg Rapid Transit Company was started in 1921 by a Mr. Phillips and Mr. Nicholas. A Mr. Frank Bullock later bought an interest in the company before it was sold to the Lynchburg Traction & Light Company in 1927. The company operated two buses from 7th Street out Cabell Street to Rivermont Avenue. Some of the trips went out Rivermont Avenue to Garland Rhodes School. The rate of fare was four for twenty-five cents.

Check List of Foreign Transportation Tokens (page 23)

By Roland C. Atwood

ENGLAND

HULL 350 (continued)

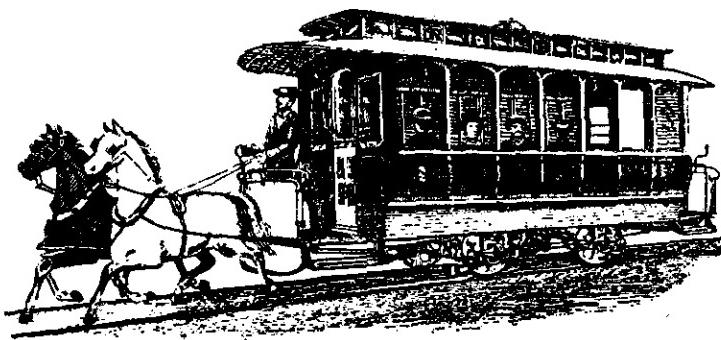
AI o C-red	22	Sd	City of Hull Tramways (arms) G.P.O. Hull 1d.	\$0.20
AJ o C-peach	22	Sd	City of Hull Tramways (arms) Waterworks Department 1d.	.20
AK o C-plum	22	Sd	City of Hull Tramways (arms) Waterworks Department 1d.	.20
AL o C-lt.brown	22	Sd	City of Hull Tramways (arms) Waterworks Department 1d.	.20
AM o C-violet	22	Sd	City of Hull Tramways (arms) Waterworks Department 1d.	.20
AN o C-dk.blue	22	Sd	City of Hull Tramways (arms) Tramway Engineers Department 1d.	.20
AO o C-red & blue	22	Sd	City of Hull Tramways (arms) Tramways Engineers Department 1½d.	.20
AP o C-lt.blue	22	Sd	City of Hull Tramways (arms) Electrical Engineers Department 1d.	.20
AQ o C-very lt.brn.	22	Sd	City of Hull Tramways (arms) Kings Limited Hull (brn bkgrnd, cream let.)	.20
AR o C-orange	22	Sd	City of Hull Tramways (arms)	.20
AS o C-dk.brown	22	Sd	The British Gaslight Co. Ltd. Hull A City of Hull Tramways (arms)	.20
AT o C-lt.blue	22	Sd	Electrical Engineers Department 1d. Hull Education Committee (arms)	.20
AU o C-orange	22	Sd	Hull Education Committee (arms) ld.	.20
AV o C-dk.brown	22	Sd	Hull Corporation Transport Dept. (arms) Waterworks Department 1d.	.20
AW o C-dk.brown	Hx	Sd	Waterworks Department 1½d. (reverse) Hull Corporation Transport Dept. (arms) (obverse)	.20
AX o C-pink	22	Sd	Hull Corporation Transport Dept. (arms) Hull Corporation Electricity Dept. 1½d.	.20
AY o C-yellow	25	Sd	C. D. H. & Co. Ltd. Bus Fare 1d. (same as obverse)	.20
AZ o C-green	25	Sd	C. D. H. & Co. Ltd. Bus Fare 1d. (same as obverse)	.20
BA o C-black	Hx	Sd	Hull Corporation Transport 1½d. (same as obverse)	.20
BB o C-lt.blue	22	Sd	Hull Corporation Transport Dept. (arms) Hull Corporation Electricity Dept. 1d.	.20
BC o C-pink	25	Sd	Kingston Upon Hull Corporation Transport 1d.	.20
BD o C-lemon	25	Sd	Kingston Upon Hull Corporation Transport 1½d.	.20
BE o C-red	25	Sd	Kingston Upon Hull Corporation Transport 2d.	.20
BF o C-dk.blue	25	Sd	Kingston Upon Hull Corporation Transport 1½d.	.20
BG o P-red	Hx	Sd	City of Hull Tramways (arms) G.P.O. Hull 1½d.	.20
ILFORD 360				
A o C-blue	22	Sd	Ilford Council Tramways (arms) ½d.	.20
B o C-red	22	Sd	Ilford Council Tramways (arms) 1d.	.20

				(page 24) \$.20
IPSWICH 370				
A o C-white	22 Sd	Ipswich Corporation Tramways (arms) $\frac{1}{2}$ d.		.20
B o C-orange	22 Sd	Ipswich Corporation Tramways (arms) 1d.		.20
C o C-red	22 Sd	Ipswich Corporation Tramways (arms) 1d.		.20
D C-white	22 Sd	Ipswich Corporation Transport (arms) $\frac{1}{2}$ d.		.20
E C-red	22 Sd	Ipswich Corporation Transport (arms) 1d.		.20
F C-lt.blue	22 Sd	Ipswich Corporation Transport (arms) $\frac{1}{2}$ d.		.20
G C-lt.red	22 Sd	Ipswich Corporation Transport (arms) 1d.		.20
IRLAM 380				
A o Brass	30 Sd	Irlam Ferry (anchor and numerals) (blank)		1.00
JARROW 390				
A o Brass	24 Sd	Jarrow (design) Ferry Token		1.00
KIRKALDY 400				
A o Copper	36 Sd	Kirkaldy B or Dysart Ferry Cabin No.-- (blank)		1.00
LANCASTER 410				
A C-green	22 Sd	Lancaster Corporation Tramways Department (arms) 1d.		.20
B C-dk.blue	22 Sd	Lancaster Corporation Tramways Department (arms) $1\frac{1}{2}$ d.		.20
C C-lemon	22 Sd	Lancaster Corporation Tramways Department (arms) $1\frac{1}{2}$ d. (2 var. - large & small $1\frac{1}{2}$ d.)		.20
D C-pink	22 Sd	Lancaster Corporation Tramways Department (arms) $1\frac{1}{2}$ d.		.20
E C-red	22 Sd	Lancaster Corporation Tramways Department (arms) $1\frac{1}{2}$ d.		.20
F C-lt.brown	22 Sd	Lancaster Corporation Tramways Department (arms) 2d.		.20
G C-white	22 Sd	Lancaster Corporation Tramways Department (arms) 2d.		.20
LEEDS 420				
A o Copper	0c Sd	Leeds Street Rail Co. Limited Train's Patent (horsecar and arch)		1.00
B o Copper	26 Sd	Leeds Tramway Co'y This Must be Paid on The Fare Box		1.00
C o Brass	22 Sd	Leeds Tramway Co'y This Must be Paid on The Fare Box		1.00
D C-dk.blue	22 Sd	Leeds City Tramways (arms) 1d.		.20
E C-lt.blue	22 Sd	Leeds City Tramways (arms) $\frac{1}{2}$ d.		.20

THE FARE BOX

A Monthly News-Letter
for Collectors of
Transportation Tokens

Published by the
American Vecturist
Association



J. M. Coffee, Jr.
Editor
P. O. Box 334
New Haven, Conn.

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DECEMBER, 1950

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NEW YORK CONVENTION HIGHLY SUCCESSFUL

The Ninth regular convention of the American Vecturist Association convened at Noon, Saturday, December 2, 1950, in the office of Max M. Schwartz in New York. Members present were Max M. Schwartz, Robert B. McKee of Buffalo, N.Y., John M. Coffee, Jr., of New Haven, Ralph Winant of Wilmington, Tom Williamson of Syracuse, Leonard J. Stock of Rochester, Morton Dawson of Hartford, Corinne Black of McKeesport, and Pat Maffeo of New Haven.

First of all the Auction was taken care of, and it was noted that the bidding was keen on many lots. A large number of lots had tie bids which had to be decided in favor of the one received earlier. As is general with transportation token auctions, prices realized ran considerably above market prices for the rarer tokens, and not a single token in the auction brought less than Atwood listing.

Next order of business was installation of the 1951 Board of Officers. Inasmuch as there was no opposition for four of the five offices, the nominees for those offices were automatically seated immediately. For the office of Vice President, however, there was a contest between two popular and well-known collectors, Cecil G. Jefferson of Seattle, and Edgar Levy of Colorado Springs. Fifty-three members mailed in ballots (about the same percentage voted here as in national elections), and the final official tabulation, after the ballots had been counted innumerable times to insure against error, was as follows:

Jefferson.....26 votes Levy.....27 votes

So Edgar Levy was elected Vice President of the A.V.A. by one vote. While on this subject it seems appropriate to point out the obvious importance of taking advantage of your opportunity and right to vote. One vote could have changed the result! The contest could hardly have been more equally matched.

A vigorous discussion followed on a number of subjects. It was pointed out that a new electric mimeograph machine costs about \$350.00, and we have raised about \$190.00 towards it (including \$50 advance from Treasury). In view of this, a motion was made by Ralph Winant to purchase a manually-operated machine now and an electric one later. The motion was referred to the 1951 Board.

Further discussion centered around some method of improving the Check List, either by having an entirely new one mimeographed on standard size paper with such improvements as dates of issue, or by issuing a Supplement including all changes since the original List was printed. We failed to arrive at a concrete conclusion on this point.

OFFICERS OF THE AMERICAN VECTURIST ASSOCIATION

President.....Frank C. Greene
Vice President.....Edgar Levy
Secretary.....Eroy L. Kimmons
Treasurer.....Thomas F. Williamson
Curator.....William L. Black

MEMBERSHIP DUES

All members are reminded that their 1951 dues for membership should be mailed to the Secretary, Eroy L. Kimmons - 521 East Live Oak Street - Austin 4, Texas, before the end of this month. Dues for membership remain at \$2.00 per year for old members, and \$1.00 additional initiation fee for new members. Membership includes subscription to The Fare Box, itself well worth the two bucks. Next year we intend to give members more for their membership than ever before. The Association is beginning to roll now, and the future holds unlimited possibilities. We intend to institute some sort of improvement for the Check List to remove much of the confusion which seems to exist in some circles. Also it is hoped that The Fare Box has seen its last 8-page issue, and that the future issues will all be big ones.

The Fare Box itself will continue to endeavor to bring complete coverage of the transportation token world to its readers, plus histories of token-using companies, prices realized of all token auctions, the Check List of Foreign Tokens, the Supplement to the National Check List, Price Revisions to the Check List, list of members' addresses for 1951, news of fare changes and of new issues, stories of how interesting tokens were found, etc., etc.

A new Department in The Fare Box has been suggested by our Secretary, and I intend to take his advice wholeheartedly. In order that we shall all know each other better, we're going to run each month a short biography (not over two thirds of a page) of a member of the A.V.A. I am going to run them alphabetically, I hope everyone will cooperate in this venture; if you don't, you will be conspicuous by your absence.

MORE DONATORS TO MIMEOGRAPH FUND

Since the November issue, the following members have sent in contributions toward purchase of an electric mimeograph machine, and we are exceedingly grateful for their generosity:

Hal J. Daggett
Cecil G. Jefferson
Donald B. Johns
Julius A. Kurtz
Cecil F. Meyer

Charles R. Lamb
Dr. Elmer M. Nelson
Paul Fouts
Leonard J. Stock

We regret to report that our friend Walter Underwood, only recently recuperated from an attack of pneumonia, was involved in a serious automobile accident November 15 which seriously incapacitated him. This will explain any delay in his writing you. This has been a year of misfortunes for Mr. Underwood, and he is the last man on whom anyone would ever wish misfortune to fall.

Leonard J. Stock is in the service and future addresses will be uncertain. Until he notifies us of a permanent address, he suggests that his correspondents continue to write him at 1238 Edgemere Drive, Rochester 12, New York.

PRICES REALIZED AT SEATTLE TRANSPORTATION TOKEN CLUB AUCTION OF NOVEMBER 10, 1950

1. Calif 450 D.....	\$0.25	43. Ala 560 A & B (plain edge)....	\$2.00
2. Calif 575 A.....	1.10	44. Ala 560 B (plain edge).....	1.10
3. Calif 760 E.....	no bid	45. Ala 560 D & M.....	1.20
4. Fla 880 D.....	.18	46. Ark 285 A & B.....	.65
5. Ky 510 AH (large letters)....	.40	47. Ark 435 C,E,F,H.....	1.05
6. Ky 510 AH (small letters)....	.40	48. Calif 535 C & D.....	3.30
7. Iowa 150 C.....	1.50	49. Del 900 A.....	.85
8. Iowa 270 A.....	No bid	50. Fla 380 C.....	1.15
9. Iowa 300 D.....	No bid	51. Ill 130 C.....	1.05
10. Iowa 300 Da.....	2.15	52. Ill 155 B.....	.80
11. Iowa 380 A.....	.35	53. Ill 795 J.....	1.65
12. Iowa 730 A.....	1.76	54. Ind 20 A.....	2.25
13. Iowa 730 D.....	No bid	55. Iowa 150 C.....	1.10
14. Iowa 930 B.....	No bid	56. Iowa 300 D.....	.65
15. Ill 130 A,B,C.....	1.75	57. Kans 450 B.....	.85
16. Ill 150 A (thick).....	No bid	58. Kans 970 B.....	2.05
17. Ill 150 A (thin).....	1.50	59. Ky 480 D,F,H.....	1.10
18. Ind 960 A.....	2.17	60. Ky 510 B.....	2.55
19. Ind 960 B.....	2.17	61. Ky 510 S.....	5.55
20. Mich 80 A.....	.50	62. Ky 510 T.....	2.55
21. Mich 80 A.....	.51	63. Ky 510 AE.....	2.85
22. Mich 225 D and E.....	.50	64. Md 60 B & C.....	3.15
23. Mo - 6 zone checks.....	No bid	65. Md 60 B.....	1.20
24. Same as lot 23.....	1.20	66. Mass 260 A.....	3.15
25. Neb 440 B.....	No bid	67. Mich 680 D.....	1.55
26. Neb 540 L.....	5.19	68. Minn 730 A.....	1.55
27. Neb 700 B.....	3.79	69. Miss 660 B.....	1.65
28. N.J. 115 A.....	1.26	70. NY 260 A.....	No bid
29. N.Y. 690 A.....	.79	71. Ohio 175 P.....	No bid
30. N.D. 320 B,C,E.....	.80	72. Ohio 230 N.....	1.10
31. Ohio 440 A.....	.85	73. Okla 610 B.....	.28
32. Ohio 440 C.....	.85	74. Okla 640 A.....	1.37
33. Ohio 440 E.....	.85	75. Pa 495 E.....	3.25
34. Va 620 D.....	.60	76. Pa 980 B.....	.40
35. Alaska 300 B.....	2.45	77. Texas 590 A.....	1.75
36. Mexico 150 C (Juarez).....	.75	78. Wisc 510 B.....	1.00
37. Mexico 150 B.....	.36	79. Wyo 660 A.....	3.15
38. B.C. 800 A.....	.50	80. Porto Rico 640 A & B.....	1.25
39. B.C. 800 A.....	No bid	81. 32 Ind. only 3 var.....	No bid
40. PI 500 b; Mex 700 B; Ala 50 A N.B.		82. 25 Ind. only 9 var.....	No bid
41. 9 misc. tokens.....	.90	83. 7 Va 20 K's.....	.70
42. Ill 760 A.....	No bid		

PRICES REALIZED AT AMERICAN VECTURIST ASSOCIATION AUCTION OF DECEMBER 2, 1950

1.....\$0.20	12...\$0.25	23...\$0.70	34...\$0.50	45...\$0.41	56.....\$0.35
2..... 1.50	13... 4.87	24... .50	35... .50	46... .75	57..... 4.00
3..... 2.00	14... .25	25... .70	36... 1.55	47... .86	58..... 1.00
4..... 3.55	15... .50	26... .55	37... 2.50	48... .55	59..... .75
5..... .70	16... .50	27... .75	38... 2.50	49... .75	60..... .50
6..... 6.15	17... .50	28... 2.18	39... 2.08	50... .29	61..... 1.00
7..... 2.00	18... .50	29... 1.05	40... 1.00	51... 2.00	62..... .60
8..... 2.38	19... .50	30... .50	41... 2.00	52... .50	63..... .60
9..... .50	20... .60	31... .50	42... .50	53... .35	64..... .50
10..... .90	21... 1.00	32... .65	43... .50	54... .75	65..... 2.00
11..... 1.51	22... .50	33... .50	44... .50	55... 1.50	66..... .60
					67..... 1.00

A description of the lots will be found in the October 1950 issue of The Fare Box.

ANYONE INTERESTED in old saloon slugs - Good For 1 Drink or Good For 10¢ in Trade? I have about 200 at 5¢ each.

Roland C. Atwood - P.O. Box 621 - Hollywood 28, Calif.
CHICAGO III 150 A thin \$1.50 each; thick \$2.00 each. Elizabeth City, N.C. 280 A,
B,C,D - will hold until January 15 for best offer.

Charles R. Lamb - Route 1, box 39 - Long Beach, Wash.

LIMITED SUPPLY of St. Paul and Minneapolis brass horsecar tokens at \$1.75 each
(have both varieties Minneapolis 540 G and H). 1 Minneapolis pink cell \$2.75
(fair condition only). 2 St. Paul blue cells \$3.00 each. 3 Duluth green cells
\$3.50 each (very fine condition). Cash or equal Atwood list traders I need
accepted. First come, first served.

Quincy A. Laflin - 1145 Argyle Street - St. Paul 3, Minn.
WANTED TO BUY - Tokens I can use in my collection. Need approximately 500 of the
common variety. Anyone having tokens for sale, please list them to me with price
wanted. I can also use tax tokens and trade slugs. Will answer all who write.

M. B. McRobie - 1073 Pitkin Avenue - Akron 10, Ohio

HAVE MANY good tokens to trade for current issues. Will trade Want Lists.

Edgar Levy - 1413 Mesa Avenue - Colorado Springs, Colo.

ADVERTISING RATES IN THE FARE BOX

One line.....	\$0.35	Quarter page.....	\$2.50
Three lines.....	1.00	Half page.....	4.75
Each line over three.....	.25	Full page.....	8.00

Members of the American Vecturist Association are entitled to a five-line ad in
each issue at no charge, and a 30% discount on larger amounts of advertising.

SUBSCRIPTION RATES TO THE FARE BOX

Per year (12 issues).....\$2.00

Members of the American Vecturist Association are entitled to a subscription run-
ning concurrently with their membership, at no extra charge.

THE WHITE METAL EVANSVILLE TOKENS OF CASPER, WYOMING

By Edgar Levy

I obtained these tokens from a fellow who formerly resided here and he told
me that they were used on a honky tonk bus line that ran from Casper to Evansville.
Casper had slammed the lid on gambling and the gamblers moved to Evansville. In
order to bring people in to play, the operators organized this little bus line and
had the 2 types of tokens made so they could guard against the law breaking in on
them (two types: i.e., brass and white metal). If a person was known to be OK,
he was given the white metal tokens at the bus station and he was deposited at one
of the gambling spots. Those who were under suspicion received the brass tokens
and the route of the buses remained away from the gambling spots.

The Editor has received interesting information on the various Hudson River
bridges of the Troy, N.Y., area. It seems that the Troy and West Troy Bridge Co.,
the Union Bridge Company of Waterford, and the Cohoes and Lansingburg Bridge Co.,
were all owned by the same individual. I recently obtained one each of three hith-
erto unknown tokens used on these bridges; these are listed in the Supplement in
this issue. It seems there was a bag of hundreds of these bridge tokens, but it
was buried in the concrete of a building a few years ago and the ones I obtained
had been salvaged as souvenirs by an employee of the place where they were obtained
for me by Colonel Hammersley of Waterford. Colonel Hammersley is familiar to
readers as having contributed the article on the Union Bridge in the December 1949
issue.

EARLY SWEDISH FERRY TOKENS

By Kenneth Smith

I shall now discuss the ferry company in Stockholm which eventually, with the exception of 5 or 6 small lines, controlled the ferry business around Stockholm. On the second of January, 1863, there came into being the STOCKHOLMS ANGSLUPS AKTIE BOLAG, formed by J. G. Soderberg from the Phoenix Company and the Foreningen Company. Mr. Soderberg had made two patterns to decide which one he wanted to use. The first pattern consists of an oval reading STOCKHOLMS ANGSLUPS above, and AKTIE BOLAG below, with a value of 10 ore. Mr. Soderberg, being a thrifty Swede, ordered dies reading STOCKHOLMS ANGSLUPS AKTIE BOLAG around a blank space before the E. It was customary in those days to cut the die blanks first and later stamp them. He ordered quantities of 29mm. brass and copper blanks, octagonal copper and brass blanks, oval brass and zinc blanks, oblong iron blanks. From 1863 to about 1867, using this die and the pattern, he had produced the following tokens, all with incuse values except the first:

1. 10 ore 29mm. copper	7. 20 ore octagon brass	13. 10 ore 29mm. cop.
2. 45 ore oval brass	8. 20 ore 29mm. brass	14. 8 ore 29mm. cop.
3. 40 ore oval brass	9. 15 ore octagon copper	15. 5 ore oval brass
4. 30 ore oblong iron	10. 15 ore 29mm. copper	16. 3 ore oval copper
5. 30 ore oval zinc	11. 15 ore 29mm. brass	17. 3 ore oval copper
6. 25 ore octagon brass	12. 12 ore 29mm. brass	error AKTSIE

In 1867, because of the wearing on this die above, the second pattern was used, consisting of a large circle around the outer edge reading the name of the company with a ship in the middle and reading 10 ore. A second die was made like above but without the 10, from which dies came the following tokens: In 29mm. the 50 ore zinc (1); 25 copper (2); 10 copper (3); 8 brass (4); 12 brass (5); 12 copper (6); 8 brass with C.C. Sporrong on reverse (7); 12 brass with C.C. Sporrong on reverse (8); 10 copper with C.C. Sporrong on rev. (9); 10 brass (10); In octagonals: 25 brass (11); 20 copper (12); 15 copper (13); 20 zinc with Sporpong on rev. (14); 15 copper with Sporpong on rev. (15); 25 brass with Sporpong on rev. (16).

During this time, having acquired several companies with bags of their tokens, Mr. Soderberg had some of the tokens of the companies he acquired put into stamping machines to flatten them, and then into the regular machines to stamp them. This resulted in the following four scarce types of tokens with the ship on the front and on the reverse the following: (1) 25 octagon brass with the Foreningen 20 ore on reverse. (2) 20 octagon copper with the Foreningen 15 ore on rev. (3) 10 29mm. copper with Riddarholm Liljeholmsviken 10 ore on reverse. And (4) 10 29mm. copper with Riddarholm Liljeholmsviken 10 ore reverse also stamped SAAB.

On the lesser values without the ships, there are found the following, all on 5 ore brass small oval Stockholms Angslups Aktie Bolag with the following reverses: (1) Ladugards Landet Staden 1862; (2) Kungsholmen Riddarholmen 1852; (3) Kungsholmen Riddarholmen 1852 with P; (4) Kungsholmen Riddarholmen 1860. These four, and the four mentioned in previous paragraph, are scarce and were used. But they were withdrawn when patrons commented unfavorably on Soderberg's excessive thrift, and they were then destroyed. About 1872 the above dies began to wear out. I have a couple specimens showing extreme wear with cracks and consequently a new die pattern was made. This new die was made from a cashing of the old ship for the 10 ore value but with a little dog added under the bow of the ship flag. Then another die was made without the 10. Of the new type with the dog, there were in 29mm. the 50 zinc (1); 13 zinc holed (2); 10 brass (3); 10 copper (4); 12 brass (5); 8 brass (6); 8 brass with Sporpong on rev. (7); 10 brass with raised 10 (8); same as (8) but with Sporpong (9); Octagonal in 25 brass (10), 20 copper (11), and 15 copper (12).

These issues were followed by another in 1876, another in 1881, and another in 1885, and many more after 1890.

A MESSAGE FROM THE SECRETARY

To my fellow vecturist, greeting: Another year is fast drawing to a close; to all of us I believe it has been a most successful one. The A.V.A. as a whole has made much progress and many improvements. The New Year promises even more to all of us. It is hopes that we may bring you a complete new listings of all tokens, additions to the indices to include such new issues, stories of old transportation systems of long ago, stories of old tokens, price revisions, and many other things that are of interest to our hobby. Your officers will do their utmost to make all of these things come true. But we are going to have to have the help of every member of this organization; we need your help.

Nearly all of you know that The Fare Box this year was limited to about eight pages; the cost of having them mimeographed by a duplicating service ran into quite a sum of money. However, through the generous donations of a number of our members, we shall soon own our own mimeograph machine. This will enable our Editor to do his part in faster time, and save him a lot of hard work. By having our own machine it will enable us to bring you the many things that are planned.

Here is how you can help make your Fare Box a bigger and better news-letter. At some time away back in the past, there was located in your city, or a town or community near you, an old horsecar line, a toll bridge, a ferry or steamboat company, most of which used some sort of fare token. The history of these old enterprises is most interesting. Many of the old timers in the neighborhood remember these forgotten enterprises, and are eager to recall their recollections of the good old days. If possible, get the exact dates of operation, owner if possible population of the town, conditions of the streets, names of the mules, cars, boats, etc. Your state historical society, the librarian of your city library, can all help you get the necessary date. Put all this together, and it will make a most interesting story. And when the Editor needs material for a larger Fare Box we, the readers, will enjoy your story. Won't you do this as your part?

Once in a while I find an introduction of one of our members in The Fare Box. I read this with much interest, and would like to ask each of our members to send our Editor a complete introduction of himself, including age, occupation, married and number of children, how you first became interested in collecting, your best find and where and how you found it, etc. Now don't be bashful; let's all get acquainted with each other.

It looks as if you will have to contend with me another year as your Secretary and that reminds me that it will soon be time for the 1951 Dues again. I hope that every member will send in his Dues as early as possible, and won't each of you get one new member? Let's make this a larger organization that we can be proud of.

Now fellows, don't let us down on these requests. Your officers will do all in their power to bring you the things you want, but we must have your help to make it a success. I want to wish every member a very Merry Christmas and a New Year full of happiness and prosperity and many oldies for your collection.

Fraternally yours,

EROY L. KIMMONS
Secretary.

Readers will no doubt be astounded by some of the prices realized in the auction of November 10 held by the Seattle Club. Such prices as \$5.19 for Neb 540 L are enough to cause a stroke. This is simply further evidence that rare tokens are highly prized by collectors and eagerly sought by them. I have heard grumbling from some quarters about the high prices realized at auction lately. Actually these prices only reflect the increasing importance our hobby plays in the lives of many collectors--an importance which allows them to spend more and more of their money on their favorite hobby.

A SKETCH OF HISTORY OF TRANSPORTATION IN THE NATION'S CAPITAL
By John M. Coffee, Jr.

While the first metal fare tokens did not appear until the time of World War I in this most beautiful of all cities, the story of the companies which preceded this period is both fascinating, and essential to an understanding of the present set-up in the District of Columbia.

The first reported public transportation was established in the same year the city was founded, 1800. In May of that year two-horse coaches began operation from Wisconsin Avenue & M Street to William Tunnicliff's Tavern at the site now occupied by the U.S. Supreme Court Building. The line operated over Pennsylvania Avenue, and was patronized mostly by Members of Congress and the few other government employees. At about this same time enclosed vehicles seating four persons made their appearance, known as "sea-going hacks," due to the condition of the streets. These were the forerunners of our taxicabs, and this style of conveyance continued as late as 1900.

It was not until 1830, however, that organized transportation over fixed routes became established. The vehicle used was a 12-seat omnibus. By 1854 the two big lines were the Citizens Line and the Union Line, both being consolidations of smaller companies. In 1855 both lines merged under the control of Gilbert VanDerwerken, former co-owner of the Union Line. The fare on these lines was 2 tickets for 25¢, from Georgetown to the Navy Yard.

But in 1862 a new type of transportation appeared on the scene. The first horsecar line was the Washington & Georgetown Railroad, which started operations June 29, 1862, from the Capitol to the Treasury down Pennsylvania Avenue. The company operated nine cars, five minutes apart. The cars traveled about 4 miles per hour, thus taking 45 minutes per round trip. This company rapidly expanded, and shortly bought out the VanDerwerken interests for \$28,500. Fare on horsecars was 5¢ straight. It was not long before other horsecar companies appeared: the Metropolitan Railway (1864); Columbia Line (1870); Anacostia & Potomac River RR (1872); the Capital, North O Street & South Washington Railway Co. (later known simply as the Belt Railway Co.) (1875).

In 1879 a new type of omnibus appeared: the Herdic Phaeton Company, operating between the Union Station (then called the B & O Station) and the old railroad station at 6th & C Streets. Fare on the "Herdics" was 5¢.

In 1888 four new companies were formed with the intention of using the frightening new form of motive power called electricity. These were: the Eckington & Soldiers' Home Railway; the Georgetown & Tenallytown Railway; the Brightwood Railway; and the Rock Creek Railway. The Rock Creek Railway intended to operate out through the forests of projected Connecticut Avenue to Chevy Chase. To this little line fell the lot of developing and improving what was destined to become the finest residential area of Washington.

In 1890 the Washington & Georgetown Railroad began to change over to cable power from horse power, and the switch was completed in 1892. But cable power was destined to have a short life here; on September 29, 1897, the big cable powerhouse at 14th & E streets was destroyed by fire. This fire was one of the great events of the century, and no oldtimer in the District has forgotten the excitement of watching the demise of cable traction.

In 1895 the little Rock Creek Railway bought out the much larger Washington & Georgetown Company, and changed its name appropriately to Capital Traction Co. In this same year Capital Traction's big competitor was born. This Washington Traction & Electric Company was a consolidation of ten lines: Washington & Great Falls Electric Co; Metropolitan RR; Columbia RR; Anacostia & Potomac River RR; Brightwood Ry; Georgetown & Tenallytown RR; City & Suburban Ry; Potomac Electric Power Co; Washington & Rockville Ry; and Washington & Glen Echo Railroad. But in January, 1901, this company went into receivership. Shortly thereafter it emerged

briefly as the Washington & Great Falls Railway, and then changed its name to Washington Railway & Electric Company. The competition between Capital Traction and "Trexco" was keen and bitter; on several streets four tracks were laid because of the inability of the two companies to agree on joint use of tracks. The only area where agreement was possible was in fare structure. Bitter as was their competition, they determined not to let the public benefit from a fare war. Consequently they issued, about 1920, a joint token (DC 500 O and P). Although the first ones the manufacturer sent were in brass, the vast majority of the first order were white metal; all subsequent orders were white metal. Previous to these definitive tokens both lines had issued "For Government Use Only" tokens during World War I for use of messengers of government departments. This (DC 500 N) was the first token used in Washington, to the best knowledge presently available.

In 1905, the first all-bus company was organized, the Metropolitan Coach Co., operating on 16th Street. In 1921 the Washington Rapid Transit Co. was formed, also all-bus. This company issued two tokens, the holed one being a school fare. These tokens continued in use until 1933, and all remainders were melted for scrap in 1942. In 1922 the Washington, Marlboro, & Annapolis Motor Line was formed to compete with the East Washington Heights Traction & Electric Co. (the Randle Line). The Randle Line was promptly run out of business by W M & A. W M & A issued six tokens in 1922, five of which continued in use till 1933 (see The Fare Box for March 1949). W M & A issued its two fibres during World War II, and its new little "3" token in 1948, this being the only one now current.

About 1924 the Alexandria, Barcroft & Washington Rapid Transit Co. was formed, and it has issued 16 varieties of tokens for use on its lines, only one of which (Va 20 K) is still in use. (See The Fare Box for February 1949).

Other bus companies formed in the mid 1920's were the Washington, Virginia & Maryland Coach Co., and the Arlington & Fairfax Motor Transit Co. The former company did not use tokens until 1947, and that token (DC 500 W) is still current. The latter company never actually used any fare token to my knowledge, although they ordered several thousand of the little brass token listed as Va 80 A. During World War II I visited this company and a vice president showed me three bags of the tokens, all shiny uncirculated. He gave me one and said the company was thinking of using the tokens if they received a fare increase. Such increase never materialized, and the tokens now seem to have disappeared. The Arlington & Fairfax Co. was bought out by W V & M in 1948. A & F is interesting in that when it first began operations it used railbuses--gasoline buses running on rails.

In December, 1933, the old rivals Capital Traction Co. and Washington Railway & Electric Company united with the Washington Rapid Transit Company to form the Capital Transit Company. It is perhaps significant that the present President of Capital Transit was the last President of Washington Rapid Transit. Capital Transit issued white metal tokens in 1934, and brass, zinc, and steel tokens during World War II. In 1949 it plated all 16mm. "W" tokens and issued a new bronze one with a "4" on it. Now it is back to white metal again, with a new design. Capital Transit presently operated 2,000 buses and a thousand streetcars, nearly all streamliners. Its plans for the future, I am happy to relate, definitely include the continuation of modern electric traction on most of its key lines.

If any readers have sent in cash to The Fare Box for back issues but not yet received any back issues, will they please contact the Editor immediately.

Mr. Harold T. Chesney, of Minneapolis, reports that there are two definite varieties of Colo 440 D. In one type, the periods are quite close to the letters, while in the 2nd type the periods are considerably further away from the letters. He also reports that the letters are the same size in all Colo 440 A's, but in one type the letters are much closer together than in another type of this token.

THE ROXBURY COACHES
By Edgar Levy

One of the more interesting items prized alike by numismatists and vecturiots is the token issued by Roxbury Coaches (Low 129 - Atwood Mass 115 A). This company was probably one of the earliest omnibus lines in the country, having been established originally in 1827. Information relative to the original owners is somewhat clouded but there is evidence that one of them was a gentleman by the name of Horace King.

The coaches made hourly trips between Roxbury and Boston and evidently this schedule was in effect for quite some time, there being no request for a more frequent schedule. However, some time during the year 1837 Mr. King met with some competition from a group of New York omnibus operators who started an opposing line. Information about the new line at present is not available, but if we let our imaginations run free, we can see where new and more up to date coaches were brought in; faster schedules instituted and possibly the use of tokens for the convenience of the passengers. To meet this competition Mr. King must have had to do something to keep his line going, and we must assume that he was successful because we hear nothing more of the new line. Mr. King evidently introduced faster schedules on Roxbury Coaches and also tokens and kept going until July of 1851, at which time he sold out all his interests and good will to a company composed of Messrs. Flagg & Estabrook. These gentlemen speeded up operations until, quoting from an old advertisement of the company, we find a complete schedule showing that the coaches would leave Roxbury at 6:30 a.m. during the summer and at 7:00 a.m. during the winter, maintaining a schedule over their six diverse routes that would have a coach crossing the Boston line every $3\frac{1}{2}$ minutes.

The principle offices were in Roxbury near the Norfolk House, a famous inn of that day and in Boston they maintained offices at 31 Washington St. They employed 64 men as collectors and drivers and had 213 horses to haul the 34 coaches which comprised their rolling stock. The mention of collectors makes one wonder if these men rode the coaches or were stationed at the various stops along their routes to sell and receive the tokens or cash. The fare between Roxbury and Boston was established at 16 tickets for \$1 or 10¢ for a single fare. Coaches ran every $3\frac{1}{2}$ minutes until 8 p.m. and every 15 minutes thereafter. There were special coaches on Sunday to carry passengers into Boston to attend their churches and also a special coach for the benefit of those attending performances at the Boston Museum. The fare for these trips was $12\frac{1}{2}\%$ each way. The route of the Roxbury Coaches between Boston and Roxbury was through Washington Street over the neck to the top of the hill in Roxbury where once stood the old church in which the Rev. Eliot preached during the ancient days of New England. The coaches were handsomely painted affairs and each carried a distinguishing name emblazoned on its sides such as "Regulator, Conqueror, Aurora," etc. There was room for from 16 to 20 passengers on the inside and it is quite possible that many more rode on the outside during clement weather.

Judging from the plea made in an old advertisement which reads "the Proprietors are gentlemen who ought to be handsomely rewarded for their efforts to accommodate the increasing travel between the growing cities of Roxbury and Boston," the advent of the horsecars was beginning to woo passengers away from the old omnibuses. The omnibuses operated successfully for some time after the introduction of the horsecars, but eventually gave way to progress and silently folded "their tents like the Arabs and quietly" folded up sometime in 1856 embracing 29 years of fast travel between the "growing" cities.

We regret we do not have space in this issue to include an interesting story of a new silver-plated nickel 23mm. token from Port Townsend, Wash. The token is used as a soldier fare and is not available to the public. Readers may obtain the token for their collections, however, by sending 25¢ in coin and a stamped, self-addressed envelope to the following address (story will be run in January): Paul Fouts c/o Seattle Transp. Token Club - 609 Peoples Bldg. - Seattle 1, Wash.

By Roland J. Atwood

Supplement to the National Check & Premium List

ARKANSAS

Eldorado	285	(reported by Eroy L. Kimmons)	
C Bz	23 Dd	Ed Dorado Lines (bus)	.10
		Good For One Fare (bus)	
Jonesboro	450	(reported by Chas. Houser)	
C WM	16 Bar	City Transit Co., Inc. Jonesboro, Ark. (bus)	.10
		Good For One Fare (bus)	

FLORIDA

Gainesville	300		
C o A	23 Sd	Star Cab Co. Phone 1314	
		Good For 10¢ in Trade (counterstamped "X")	
D o B	oc Sd	Economy Cab Co. Phone 506 (23mm.)	.50
		Good For 10¢ in Trade (counterstamped "X")	

IDAHO

Boise	100	(reported by Max M. Schwartz)	
O B	16 Pc	Boise Streetcar Company	.15
		Good For One Fare B	
Lewiston	440	(reported by Max M. Schwartz)	
M o WM	21 St-sc	Twin City Transportation Co.	1.00
		Good For One Ride	

ILLINOIS

Quincy	720	(reported by Eroy L. Kimmons)	
h WM	23 Bar	Quincy City Lines, Inc. (bus)	.10
		Good For One Fare (bus)	

INDIANA

Crawfordsville	200	(reported by Max M. Schwartz)	
C o WM	23 C	Crawfordsville Danville	1.00
		One Ride Purple System	

MICHIGAN

Ishpeming	515		
B o WM	16 Ball	Twin Cities Motor Coach Co. TC	.25
		Good For One Fare Ishpeming Negaunee TC	
Traverse City	930	(reported by Max M. Schwartz)	
B WM	23 Bar	Traverse City Transit Lines Inc. (bus)	.10
		Good For One Fare (bus)	

KENTUCKY

Louisville	510	(reported by J. M. Coffee, Jr.)	
BR o Vi	22 Sd	Louisville City Railway Employee	
		(same as obverse)	

MISSOURI

St. Louis	910	(reported by Max M. Schwartz)	
Q B	16 Bar	Suburban Service Bus Co. St. Louis, Mo. (bus)	.10
		Good For One Fare (bus)	

NEW JERSEY

Bayonne	30	(reported by Max M. Schwartz)	
A o WM	16 K	Staten Island Bayonne	.10
		Good For One Fare	
Camden	115	(reported by Max M. Schwartz)	
F WM	23 Ball	Delaware River Bridge Line PTC	.10
		Philadelphia Camden Bridge Token	
Port Murray	730	(R.C.A.)	
B o B	21 Sh-sc	Interurban Buss Line	1.00
		Half Trip	

NEW MEXICO

Carlsbad	100	(reported by Max M. Schwartz)		
/ C	WM 23 Bar	Carlsbad City Lines Inc. (bus)	.10	
		Good For One Fare (bus)		
Roswell	760	(R.C.A.)		
/ D	Bz 23 Bar	Cities Transit Company Roswell N.M. (bus)	.10	
		Good For Child Fare		

NEW YORK

Bath	60	(reported by Thomas F. Williamson)		
/ A	Bz 16 St-sc	Aber Bus Bath, N.Y.	.10	
		(blank)		
Brooklyn	100	(reported by Max M. Schwartz)		
/ B	WM 23 R	R. T. Corp. One Way Fare	.35	
		(same as obverse)		
Buffalo	105	(reported by Robert B. McKee)		
/ F	Bz 16 Sq	Buffalo New York NFT	.15	
		Good For One City Fare NFT		
Cohoes	140	(reported by J. M. Coffee, Jr.)		
/ A o Vg	30 Sd	Cohoes & L. B. Co. N.Y. Commutation	3.50	
		Pass Vehicle and Two Horses with Driver Only 13c.		
B o Vi	25 Sd	Cohoes & L. B. Co. Commutation	3.00	
		Pass Vehicle and One Horse with Driver Only 10c.		
Kingston	445	(reported by Max M. Schwartz)		
/ H o Vi	23 Sd	Kingston & Roundout R.R. Co. KS	2.00	
		(streetcar)		
Niagara Falls	640	(reported by Robert B. McKee)		
/ J	Bz 20 Sq	Niagara Falls New York NFT	.15	
		Good For One City Fare NFT		
Waterford	935	(reported by J. M. Coffee, Jr.)		
/ C o Ve	22 Sd	Union B. Co. Waterford, N.Y. Commutation	3.00	
D o Vi	24 Sd	Pass One Foot Passenger 2c.		
		Union B. Co. Waterford, N.Y. Commutation	3.00	
		Pass Vehicle and One Horse with Driver Only 10c.		

NORTH CAROLINA

Durham	240	(reported by Max M. Schwartz)		
/ J	B 16 Ball	Duke Power Company D (silver-plated)	.10	
		Good For One Fare D		
Winston-Salem	980	(reported by Chas. Houser)		
/ G	B 23 Bar	Forsyth Transit Lines, Inc. (bus)	.15	
		Good For One Fare (bus)		
H	WM 23 Ball	Twin City Lines Inc. T	.10	
		Good For One Fare T		
I	Bz 20 Ball	Twin City Lines Inc. T	.15	
		Good For One Fare T		

PENNSYLVANIA

Ford City	375	(reported by Eroy L. Kimmmons)		
/ W	M 16 Bar	Heilman Ford City, Pa. (bus)	.10	
		Good For One Zone Fare (bus)		
Pittston	770	(reported by Chas. Houser)		
/ W o	WM 20 Sd	Inkerman Bus Line	1.00	
		Good For One Fare		

TEXAS

Lewisburg	490	(reported by H. C. Laible)		
/ A o A	25 Sd	Bills Transfer Co. Lewisburg, Tenn.	1.00	
		Good For One Trip from Hotel to Depot		

VIRGINIA

Norfolk 580 (reported by R. K. Moulton)
T WM 20 Bar Norfolk County Ferries : N.F.C. \$0.10
Good For One Passenger . N.F.C.

DISTRICT OF COLUMBIA

Washington 500
AD o Bz 16 W Capital Transit Co. .15
One Fare in the Dist. of Col. 4

UNIDENTIFIED (reported by Chris J. Cook)
WM 23 Bar City Bus Lines (bus) .10
Good For One Fare (bus)

CORRECTIONS AND DELETIONS

NY 795 G is copper-plated. NY 695 B should be Bronze, not brass. NY 810 B should be Ball, not bar. Fla 290 B should be Company, not Co. Ohio 860 B,C,I,J, the vice president's name is Forgard, not Forsgard. Okla 330 E should read 29mm., not 30mm., and add (So). Neb 360 F add (silver-plated). NY 735 G is copper-plated.

DELETE - Malba, N.Y. 530 A and B. These are patterns and never used.
Texas 50 M. This is just a mutilated 50 J. Someone has filed the ball down to make a perfect "A".

NEW VARIETY OF PENNANT TOKEN DISCOVERED

By Paul Fouts

At the November meeting of the Seattle Transportation Token Club, Hal Daggett was showing with much pride a duplicate of Wash 300 A that he had just obtained. A person with two of these tokens is just as rare as the tokens themselves. We were glad that another of these excessively rare tokens had been found by a member of the Club. After the meeting Hal and Paul Fouts were comparing it with the one in the Fouts collection when we discovered he had a distinct variety. The comma between the word Everett and the word Washington was missing. To make sure, a 16 power glass was used, but no trace of the comma could be found. The token is in fine condition, showing no wear or mutilation where the comma should be. The reverse is the same as the other token. Undoubtedly, a different die was used for the obverse. Perhaps it is one of the first issues that was changed when they discovered the error in punctuation. It was obtained from a man that claims it has been in his family for at least 35 years. This could be, as the tokens were used around 1909. It would be interesting to hear from collectors who have this rare item just to see how many of each type exist, Comma or no comma.

THE NORTH HENNEPIN TRANSIT COMPANY

This company, operating from Crystal Village to Minneapolis, Minn., was founded in 1946 by Mr. Loring Zebarth. He started with two buses, but now has 9, including six pushers and three school buses. Tokens were installed early last Spring. Two varieties are in use, described as follows: (1) white metal 23mm., and (2) white metal 16mm. These are used for different fare zones. The small tokens sell for 5 for 90¢, being used as 20¢ fares. Large tokens sell 4 for 90¢, being 25¢ cash fares. The line is twelve miles long. Mr. Zebarth states that he will be glad to send tokens to collectors who write him. Address is 5551 Lakeland Ave., Crystal Village, Minn. Collectors should have the courtesy to include cash and a stamped, self-addressed envelope.

- Floyd O. Barnett

Check List of Foreign Transportation Tokens (page 25)

By Roland J. Atwood

England

LEEDS 420 (continued)

R	C-white	22 Sd	Leeds City Tramways (arms) 1d.	.20
G	C-cream	22 Sd	Leeds City Tramways (arms) 1d.	.20
B	C-red	22 Sd	Leeds City Tramways (arms) 1d.	.20
I	C-lt. gray	22 Sd	Leeds City Tramways (arms) 1d.	.20
J	C-blue green	22 Sd	Leeds City Tramways (arms) $\frac{1}{2}$ d.	.20
K	C-blue	22 Sd	Leeds City Tramways (arms) $\frac{1}{2}$ d.	.20
L	C-lt.orange	22 Sd	Leeds City Tramways (arms) $\frac{1}{2}$ d.	.20

LEICESTER 430

A o	Brass	31 Sd	L.C.T. Bag No.- (blank)(doubtful as a transportation token)	.50
B o	Pewter	27 Sd	V.R. (crown) (numerals) (blank)	.50

LEYTON 440

A o	C-blue	22 Sd	L. U. D. C. Tramways Department $\frac{1}{2}$ d.	.20
B o	C-maroon	22 Sd	L. U. D. C. Tramways Department 1d.	.20

LITCHFIELD 450

A o	Brass	27 Sd	Charles Smallwood To and From the barracks (streetcar)	1.00
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LIVERPOOL 460

A o	Bronze	0c Sd	Wavetree-Dilworth Liverpool (blank)	1.00
B o	Brass	72 Sd	Kirkdale and Bootle Lane, Busby (blank)	1.00
C o	Copper	0v Sd	Liverpool City Omnibus James T. Galloway	1.00
D o	Copper	0b Sd	Liverpool Road & Omnibus Co. 3d. (Omnibus)	1.00
E o	Copper	0b Sd	Liverpool Road & Railway Omnibus Compy. limited 2d. (omnibus)	1.00
F o	Copper	0v Sd	Liverpool Road & Railway Omnibus Compy. limited 3d. (omnibus)	1.00
G o	copper	34 Sd	Pro Bono Publico Passr. (liverbird)	1.00
H o	brass	39 Sd	Etna 1817 Pass	1.00
I o	Brass	39 Sd	Cabin to Liverpool (boat)	1.00
J o	Brass	39 Sd	Steerage (boat)	1.00
J o	Copper	0v Sd	James T. Galloway Liverpool 2d. City Omnibus J. T. Galloway (omnibus)	1.00
K o	brass	0v Sd	Wm. & Dan'l Busty Liverpool 2d. (2 var.)	1.00
L o	brass	0v Pc	City Omnibus W. & D. busty (omnibus) Chas. Bath & Co. Dock Tramway Omnibus Liverpool Line of Docks. Office 58 Sefton St.	1.00

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CO. 470			\$1.00
A o bronze	Ov Fc	Marble Arch Street Rail Co. Limited Train's Patent (horsecar and arch)	
B o brass	Ov Ic	Surryside Street Rail Co. Limited Train's Patent (horsecar and arch)	1.00
C o brass	Ov Sd	Westminster Street Rail Co. Train's Patent (horsecar and arch)	1.00
D o brass	Ov Sd	Marble Arch Street Railway Co. Limited Train's Patent (horsecar and arch)	1.00
E o Silver	Ov Fc	Surryside Street Rail Co. Ltd. G. F. Train Esq. Director Train's Patent (horsecar and arch)	3.50
F o bronze	27 Sd	London & Greenwich Railway Company (arms) (same as obverse)	1.00
G o brass	26 Fc	L. B. & S. C. R. (numerals) (blank)	1.00
H o brass	30 Sd	London Steamboat Company Stewards Pass (blank)	1.00
I o Brass	Ov Sd	London & Westminster Steamboat Company Sylvester Co. 27 Strand (boat) Westminster Pier	1.00
J o Brass	30 Sd	South London Tramways Company Free Pass South London Tramways Company Not Transferable	.20
K o C-red	22 Sd	Metropolitan Electric Tramways Ltd. Employee Token 1d. Not Transferable	.20
L o C-dk. blue	22 Sd	Metropolitan Electric Tramways Ltd. Employee Token 1d. Not Transferable	.20
M o C-lemon	22 Fc	Metropolitan Electric Tramways Ltd. Employee Token 1d. Not Transferable	.20
N o C-yellow	22 Sd	Metropolitan Electric Tramways Ltd. Employee Token 1d. Not Transferable	.20
O o C-white	23 Fc	Metropolitan Electric Tramways Ltd. Employee Token 1d. Not Transferable	.20
P o C-blue	22 Fc	Metropolitan Electric Tramways Ltd. Employee Token 1d. Not Transferable	.20
Q o V-white	25 Sd	Metropolitan Electric Tramways Ltd. 1d. Scholar or Guide	.20
R o V-lt. brown	25 Sd	Metropolitan Electric Tramways Ltd. ½d. Scholar or Guide	.20
S o Bone	35 Sd	Available on Metropolitan Electric Tramways Ltd. Shop Here and Save Money Edmonds Bros. Wood Green (building)	.20
T o F-black	23 Fc	London County Council 1889 Tramways Department(A.) .20 ½d. ("A." means "arms" on obverse)	.20
U o V-brown	21 Sd	London County Council 1889 Tramways Department(A.) .20 2d.	.20
V o C-blue green	22 Fc	London County Council 1889 Tramways Department(A.) .20 ½d.	.20
W o C-white	22 Fc	London County Council 1889 Tramways Department(A.) .20 1d.	.20
X o C-white	23 Fc	London County Council 1889 Tramways Department(A.) .20 1d.	.20
Y o C-maroon	23 Fc	London County Council 1889 Tramways Department(A.) .20 2d.	.20
Z o C-blue	22 Fc	London County Council 1889 Tramways Department(A.) .20 ½d.	.20
AA o C-violet	22 Fc	London County Council 1889 Tramways Department(A.) .20 2d.	.20
AB o V-maroon	22 Fc	London County Council 1889 Tramways Department(A.) .20 1d.	.20
AC o C-violet	0c Sd	London County Council 1889 Tramways Department(A.) .20 2d.	.20

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